THE EVENING TELEGRAPH.

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FIRST EDITION

THE SAN DOMINGO COMMISSION.

Mr. Wade and President Baez

The French Relief Fund.

Fitting Out the Steamer Worcester

Etc., Etc., Etc., Etc., Etc.

SAN DOMINGO.

Arrival of the Commission at San Domingo City—Address to Baez—His Reply—Interviews Between the Dominican President and Commissioner Wade.

We take the following from a lengthy account in the New York *Tribune* of to-day, describing the arrival of the United States Commission at San Domingo:—

It was 11½ o'clock when the three commissioners—accompanied by Mr. Fred. Douglass, General Sigel, Mr. Burton, and a few others—entered the principal splendid apartment of the palace, which was set apart on this day as a reception room, its lofty ceiling resounding to the tramp of every foot on the floor of tesselated marble, and the stately figures of the two parties—Baez and his Cabinet, and Mr. Wade and his coadjutors—multiplied by the immense mirrors upon all the walls, seemed a throng as numerous as the court which in ancient days was brought to the palaces of Santo Domingo by Don Diego Columbus.

Each commissioner in turn was presented to President Baez, whose manner throughout the interview was affable and polished. Mr. Wade then read the following address:—

ADDRESS OF THE COMMISSION.

Mr. President:—We have the honor to place in your hands an autograph letter of the President of the United States, which will explain to you the object of our mission. Your Excellency will see that it is a mission of peace and good will. We come under instructions from the Congress, commissioned by the President of the United States, to make sundry inquiries regarding the Republic of which you are the Chief Magistrate. These instructions explain themselves. We trust we shall be received as friends, and afforded such facilities for the prosecution of our inquiries as may be necessary. Accept from and through us the most cordial wishes of the people of the United States for the lasting peace and prosperity of the Dominican Republic.

PRESIDENT GRANT'S LETTER.

EXECUTIVE MANSION, WASHINGTON, D. C., Jan. 15, 1871.—His Excellency B. Baez, President of the Republic of Santo Domingo—Sir:—In accordance with a joint resolution of the two houses of Congress of the United States, I have appointed these distinguished citizens of the United States, to wit, the Hon. B Wade, for many years a Senator, President A. D. White, Cornell University, and Dr. S. G. Howe, distinguished for his philanthropy, learning, and services in relieving the blind and the mute of much of the monotony of life natural to their infirmities by opening to them the world of letters, as commissioners to visit the Republic of Santo Domingo, and to obtain the information called for by the resolution. Associated with the commission is also Judge A. A. Burton, Secretary to the same, a gentleman who has honored his country by serving it in a diplomatic capacity. I beg to introduce these gentlemen and to ask for them your kind offices. With great respect, your obedient servant, U. S. GRANT.

President Baez replied in Spanish as follows:—

ADDRESS OF PRESIDENT BAEZ.

Gentlemen:—I have received with much pleasure the autograph note which his Excellency, President Grant, has sent me through so highly appreciated a medium. I understand that your mission ordered by the Congress of the United States, is one absolutely of peace. This is the aspiration and object of this republic; one of the grand motives of which has produced these negotiations. Our people desire the pacification of the country, the development of its riches by means of labor, and to see guaranteed the existence, liberty, and property of the citizens. You may count on the most ample and absolute liberty in the exercise of your commission. The Government offers whatever data you may consider necessary, and will take especial pleasure in giving you every satisfaction. In making your investigations as to the spontaneity of the resolution of the Dominican people, we desire ardently that you will consult not only the immense majority in favor of annexation, but also those who are opposed.

The group then took seats at the north end of the room—at first in stiff and formal row, according to rank, but soon breaking up into little groups of three or four, who engaged in animated conversation. On one side Mr. Delmonte, Minister of Justice and Education, and Mr. Gautier, Secretary of State, were engaged with Dr. Howe, General Sigel, and Fred. Douglass; on the other, President Baez and Mr. Wade, President White and others. Baez spoke in French fluently and accurately. Presiden White was interpreter between him and Mr. Wade. Omitting compliments, there will be some interest in this, the first conversation between the Dominican President and the Ohio statesman, who spoke for the United States.

BEN WADE'S INTERVIEW WITH BAEZ.

President Baez—Our trouble, sir, in this whole negotiation, from the commencement, has not been with our own people. At the first mention of annexation they were well pleased; but not so our neighbors. We found that we must at once prepare to defend the Dominican republic from a Haytien invasion—our old and often-repeated source of trouble. The Haytiens were determined to prevent, if possible, our alliance or union with the United States.

Mr. Wade—Are not many of the Dominican people with Cabral?

President Baez—Far from it. Let me explain. We ask for protection. Why? Not to protect Dominicans from Dominicans, but from Hayti, which outnumbers us and is hostile to us. Cabral, about whom so much is said in the United States, and so little here, is really not at the head of discontented Dominicans; but he is with a force of Haytiens, a few other foreigners, and a very small number of persons related to or connected with himself. He is of little importance. The force is Haytien; its officers are Haytiens. He does not command it, in fact; but a Haytien General is in command. The Haytien Government, by his aid, is making as vigorous a demonstration as possible, just at this particular time, in order to affect the people of the United States, and prevent the neighboring Dominican republic from being united with a strong power.

Mr. Wade—Your statement is something new to me, and will be new to most of our people. Is it entirely certain?

President Baez—Beyond question, and perfectly well known to us here. Here are several letters received from there recently. [He showed two letters recently received from the Haytien frontier, and confirming his statement.] These and plenty of similar proofs that you can have at any time show that what you hear of as Cabral's movement, so far from being an insurrection of the Dominican people, is really a war upon that people by a Haytien invasion. Cabral has a dozen or two of men whom he has gathered from abroad, and perhaps as many from this country; but he is with a Haytien force, which is commanded by a Haytien General—General Gamollien.

We ascertained on the frontier that an envoy came from Nissage Saget, who is at the head of the Haytien Government, to Cabral, bringing word that this time had been selected for a demonstration against the Dominican Republic, in order to prevent the consummation of the friendly relations between the Dominican and the American Republic. This ambassador was John Lynch, a colored man of American origin; he carried instructions to Cabral to make the greatest effort he could to rouse some of the Dominican people, by the aid of the Haytien force, appealing to them with the idea that this annexation movement was a mask; that its real purpose was to take all power from the black and colored people, and place all in the hands of the whites.

Mr. Wade—Cabral has created so much stir he must have a considerable force. How many men in reality has he now?

President Baez—There is one regiment about full with him now, and he is expecting two or three others to come to his aid. He is on the frontier, just inside the Haytien line, as shown on the map. His present position is about sixty miles west of Azua.

Mr. Wade—The people seem to be very quiet about here. Are they generally so?

President Baez—Our people are quiet and peaceable; they are orderly, and take no part in this affair. As the Haytien force, with which Cabral is, advances, the Dominicans have all fallen back in this direction. The insurrection is a pretense, it is, in fact, an invasion. Well, how do you Northern gentlemen like our climate?

President White—It is delightful. We came from snow and cold winds so recently that this warmth is very welcome.

President Baez—You will, of course, preserve your perfect independence in making your inquiries. I wish you to gain all the knowledge that can possibly be obtained from all sorts of people—understand their wants and feelings. What they mostly desire is security against invasion. Every two or three year comes an invasion from Hayti; and we wish tranquillity. Our people are quiet and friendly to each other. Here there is equality among all the people—perfect equality before the law. Of course, any one may in his social life, in his own house, indulge such prejudices as he pleases; but in the country, as a nation, and before the law, there is perfect equality among races.

Mr. Wade—Your invitation to us to consult with all parties shows that you have full confidence in the justice of your own cause.

President Baez—Perfectly, perfectly. I have myself done what has been called a very bold thing. In order to obtain the expression of the true sentiment of the people, I sent out to have an election held with a perfectly free vote, and the people responded in the same spirit.

The Town of Santa Barbara de Samana.

During the stay of the commission at Samana Bay the *Tribune* correspondent wrote as follows:—

Samana is a poor little dirty place enough, for all its romantic and picturesque appearance. It is built in a random hap-hazard sort of way along half-a-mile of curving shore at the foot of a ridge of high wooded hills, and what with its rambling lanes and grotesque huts, I think it is one of the most absurd places I ever saw.

There are 80 or 90 buildings, all told, consisting for the most part of a light frame work of scantlings brought from the States, and clapboarded with bamboos split in half and pressed flat by piling stones upon them while wet. The rude planking made in this primitive manner is from four to six inches wide and a half a quarter of an inch thick. Paint is almost unknown, but most of the huts are whitewashed. The roofing is of cocoa leaves bound together with vines. The flooring, when there is any, which is not often, consists of rough-hewn wood, or bark, or boughs, or the same leaves that are used for thatch. None of the houses—or, perhaps, I should say cabins—have more than one story; few have more than one, or, perhaps, two rooms. Doors and windows are luxuries which the majority of the people have learned to do without; but there are two or three houses in the village roofed with shingles and supplied with all such modern conveniences as plank floors, partitions, and doors and windows. In the centre of the settlement is the Plaza, or square, without which no Spanish-built town is thought to be complete, and here is a liberty tree, of the royal palm species, planted by the villagers five or six years ago to replace one cut down by the Spaniards before they were driven away. We landed from the ship's boats on a wretched wharf which runs out about 100 feet into the shallow water; and if the village looked comical from the frigate, what shall I say of the nearer view? The platform swarmed with men, women and children of all shades of color, gazing, open-eyed and open-mouthed upon the strange arrival. At least half the children under eight years of age were as naked as when they first came into this wicked world.

Among the lower classes—if I may be pardoned the expression—economy in costume is not confined to the children. There are men whose whole wardrobe consists of a pair of pantaloons, and women who boast of no garment whatever but a torn calico gown—not so much as a ragged handkerchief.

The population of the village is about 250, and of the whole peninsula about 3000. A majority—at any rate, of the villagers—speak English. There are very few white men—Mr. Burr, a live Maine Yankee, of whom more hereafter; Mr. Horan, a sort of Spanish Pennsylvania Yankee, (if you know what that is), who has spent many years in New York; Mr. Price, formerly purser of the Tybee, and now building up for himself a good business here; Mr. Marciaque, a French merchant, formerly of New Orleans, but more recently a partisan of Salnave in Hayti. These, with three or four more, are all that I have heard of. Mr. Fabens, Judge O'Sullivan, and some others, spend a great deal of time here, but can hardly be called inhabitants. All the colored residents speak Spanish, many speak French, and certainly a majority of all—men, women, and children—speak English. Very few are natives of the island; indeed, I have not thus far, to my knowledge, met one who was not an immigrant or the immediate descendants of immigrants. Probably a half of all the blacks, or their ancestors, came from Philadelphia. The earliest of the colony settled here in 1824 under President Boyer, and others have been sent by colonization societies subsequently, or have fled hither from Hayti.

San Domingo City.

The same correspondent describes Santo Domingo City as follows:—

Santo Domingo City is nothing but a ruin. have been here now two days, and hav searched vainly for a new house, a fresh brick, a newly-quarried stone, or a lately-sawed scantling. Apparently there is not, in the whole city, a structure that is not 200 years old. All the houses bear the proof of great age. Crumbling stones, concrete falling to decay, ivy and other vines clinging to the walls, moss and mould and discoloration everywhere. Every street is but a copy of its fellows. Its houses are like prisons, with thick walls, massive doors, and barred windows. But the *Tribune* readers are familiar with descriptions of this ancient town, and I am glad to leave it in its decay for the story of the present.

STARVING PARIS.

The French Relief Vessel in Boston—Description of the Worcester.

The Boston *Transcript* says:—

"The rapid changes which have been going on the past week in the magnificent United States steam frigate Worcester, to fit her for a storeship, to carry provisions to France, although making sad havoc with the recently-completed interior arrangements, are highly complimentary to the spirit of the Government and the Naval Department, which responded so quickly to the calls of the Boston Relief Committee.

"The vessel selected is doubtless one of the finest in the American navy, if not in any service. Her keel was laid at the Navy Yard in Charlestown during the Rebellion, in 1863, and she was launched in 1865, shortly after the launch of the Saco. Since that time—the war and the demand for a large navy ceasing—the work upon her has not been carried on with any great vigor until within a year past. Last summer, however, she was completed, but she has never been to sea. She is a full-rigged ship of two thousand tons, with powerful engines applied to a propeller, but spreads canvas enough to make a passage anywhere, should any accident befall her motive power. Under sails alone, in proper trim, with a stiff breeze on the quarter, she will, it is said, probably make from twelve to fourteen miles an hour.

"The alterations, begun about a week ago, have been pushed with great vigor, and are now nearly completed, the whole force of carpenters and joiners of the yard and about thirty joiners from the outside world having been employed. On the berth deck (below the gun deck) all the officers' staterooms and storerooms have been removed, the whole deck being cleared from stem to stern. A space on the forepart of this deck, partitioned off from the remainder, has been reserved and fitted up as a ship's storeroom. Substantial stanchions each side of the engines, leaving a passage aft, have been erected. These, with others aft, inclose all the available space on the deck, and in the apartments thus formed will be stored the relief cargo.

"On the gun deck the armament has all been removed. The portholes have been planked up for protection, and tightly caulked. Forward, about one-third of the way is left a bulkhead for the use of the crew, who will be quartered forward on this deck. Most of the bulkheads, usually so numerous on war vessels, will be closed as soon as the ship has been loaded. The quarters of the crew will be partitioned off from the cargo, which will occupy most of the remainder of this deck, stanchions having been erected here as below. Aft, however, the cabin of the officers remains. The rooms have been, or will be, in many cases, partitioned, to accommodate all those gentlemen in the narrow limits, and a few rooms more will be erected.

"The spar deck remains the same as before. On this deck are the only guns remaining on the frigate, two rifled pieces, one fore and the other aft. It is not probable that there will be any portion of the cargo on this part of the vessel.

"Below the berth-deck the magazines and store-rooms of the ship remain without change, although as much of the cargo as can be conveniently stored there will be thus disposed of.

"The vessel has a capacity to safely stowaway about 10,000 barrels of provisions, and the following-named stores have been already purchased by the French Relief Committee: 8000 barrels flour, 800 barrels beef, 100 barrels shoulders, 100 barrels beans, 100 barrels peas, and 100 barrels pilot-bread.

"Each barrel bears the following inscription: —'Contribution de Boston, Etats Unis d'Amerique, Fevrier, 1871.'

"The work of loading began at an early hour this morning. Teams are constantly arriving with provisions, all in barrels, which are deposited near the vessel, then taken by the workmen through some of the portholes not yet closed up to the gun deck, thence to the lower decks, which are to be loaded first.

"It is the opinion of many that, if nothing unusual retards, she will be loaded and ready for sea in a week.

"Her crew will consist of ninety-eight men. The officers who have already reported for service are as follows:—Commander, William D. Whiting; Lieutenant-Commander, Alfred T. Mahan; Master, H. G. O. Colby; Ensign, William Barry."

BOLD JAIL DELIVERY.

A Baron Trenck in Lancaster—Desperate but Successful Efforts to Escape from Prison.

The Lancaster *Intelligencer* of last evening says:—

A convict, named James A. Hamilton, made his escape from Lancaster County Prison about 1 o'clock on Sunday morning, and has not since been heard from. He was confined in iron-clad cell No. 59, situated near the farther end of the left hand range of cells on the second floor. An examination of the cell shows that he must have worked a long time before effecting his escape. He worked at shoemaking, and several weeks ago complained that his bench was too low for him, requesting that a couple of short strips of 1-inch board might be placed on the floor under the legs of the bench, so as to raise it that much higher. This request was granted, and Hamilton at once went to work with his knife to cut through the floor of his cell, concealing his operations by placing the strips of pine exactly over the cut and setting his bench upon them while working at his trade in the daytime, or when there was any danger of his being interfered with. Having in this way removed a number of flooring boards in the southeast corner of his cell, he encountered the masonry of the arched cell below him. This he removed little by little, and probably replaced it, loosely, from night to night. Having quarried away the masonry from under the floor to the depth of about a foot and the length of three feet, and broad enough to admit his body, he next attacked the three-feet thick stone wall of the prison. Making a breach in it was not so desperate an undertaking as at first sight it would seem to be. The mortar used in the construction of the wall is of a very inferior quality, there being so little lime in it that it can be readily crumbled to pieces. Still he must have worked hard for many nights to remove the mass of stone and mortar necessary to make the aperture through which he escaped. The debris, amounting, we think, to about a cart-load, was this morning found carefully piled under his bed. His bed rested on slats six feet long, and about five or six inches in width. These he had split, or rather cut, in two, lengthwise, with his knife, and had mortised a number of holes through each of them, and had made a number of rounds to fit the mortises so that a good ladder could be made of the pieces in a few minutes with which to scale the wall. He had made a miscalculation, however, for the long slats would not pass through the hole in the wall, on account of its peculiar shape and position. Leaving his ladder behind him, he descended from his cell to the yard by means of a very thin but strong cord made of shoe thread. Once in the yard, he went to the wash-house, into which he entered through a shutterless window by breaking a pane of glass, and removing a nail on the inside which fastened down the sash. Here he got a bed-tick and some old clothes. The carpenter shop is a second-story room over the wash-house. Breaking into it, the prisoner selected sufficient lumber to construct a ladder with which to scale the jail-yard wall. The ladder was made by lashing together with strips of bed-tick and old clothes four long, narrow boards, reaching to the top of the wall, and tieing across them at intervals the staves of a barrel which the prisoner had broken up for that purpose. Placing the ladder against the wall near the Orange street gate, he went over a free man, and has not yet been captured.

Hamilton has long been regarded as the most dangerous and desperate inmate of the prison.

—A New Orleans juror made an excitement in the Criminal Court the other day by publicly announcing that one of his colleagues had attempted to bribe him. The accused man was sent to jail.

—A Troy paper reports that Asa Kittle, the blind murderer, inquired recently, "Say, if they hang me, would I die?" and when he heard the prisoners in adjoining cells laugh he joined quite heartily, evidently thinking it a capital joke.

—General Schenck was in Dayton, Ohio, on the 14th instant to attend the wedding of his nephew, who is about going to China in an official capacity. General Schenck was suffering again with a painful affection of the face. His friends insisted on pouring in on him with friendly greeting.

SECOND EDITION

TO-DAY'S CABLE NEWS.

Extension of the Armistice.

The Emperor Seriously Ill.

French Assembly and the Monarchists.

The German Reichsrath

Austria, Russia, and Prussia.

Austro-Hungarian Parliament.

The Roumania Question

Etc., Etc., Etc., Etc., Etc.

FROM EUROPE.

Hon. John Bright.

LONDON, Feb. 21.—The statement that the Hon. John Bright is likely to return shortly to Parliamentary duties is not well founded. He will not probably resume his duties at this session, and his reappearance in the House is most likely to be preceded by a visit to his constituents. Bright's health is progressing steadily towards restoration.

The Armistice Probably Extended.

A despatch from Paris, dated February 20, says:—"It is probable the armistice will be extended until March 1. The scarcity of fuel is much felt, and the administration of the Northern Railway shares its fuel with the population. Coal is arriving daily, and

Paris Will be Lighted With Gas

on Saturday. The London mails for Paris are now forwarded via Calais."

French War Vessels.

The London *Daily News* says seventeen vessels are in the French port of Dunkirk, all formidably armed.

The New Assembly.

PARIS, Feb. 21.—The "Jockey" and "Rue Royal" clubs have resolved that all candidates for membership of German birth be excluded. The city is quiet.

Health of Emperor William.

LONDON, Feb. 21.—The *Standard* is informed that the health of the Emperor of Germany leads to grave anticipations. The *Telegraph* has a despatch from Saarbruck which says all

The German Wounded

capable of rejoining their regiments are being sent to the front.

PARIS, Feb. 21.—There is

A Large Assemblage of Troops

at Cologne.

Assembling of the Reichsrath.

VIENNA, Feb. 20.—The Reichsrath reassembled to-day. The new Ministry were present, and the ministerial statement was submitted. It appears therefrom that the Government will abide by the Constitution, but is willing to initiate measures for the alleviation of the unnecessary restriction upon the autonomy of the provinces.

The *Frieudenblatt* newspaper says the

Relations of Austria with Russia and Prussia

are unaffected by the change of Government.

Prince Metternich.

The *Wiener Press* makes the statement that Prince Metternich is anxious to secure the embassy to London.

PESTH, Feb. 20.—In the lower house of the

Austro-Hungarian Parliament

to-day, a declaration was made by the Government that interference with the

Internal Affairs of Roumania

was not intended so long as the powers are agreed upon the principle of non-intervention. The statement was also made that the intervention in the Franco-Prussian war could not well be effected.

Monarchists in the Assembly.

PARIS, Feb. 21.—Although there are nominally 400 Monarchists in the Assembly, against 300 of all other parties, the former are equally divided in favor of different aspirants for the throne, with little promise of harmony or coalition, from the fact that many who are rated as apparent outside Monarchists are really straightforward Republicans who advocate for France the American system of government outright. They are in opposition to the Reds and all sorts of Republicans in affiliation with the Communists. They have similar tendencies with the French Democrats. They do not hold the republic responsible for the failure of Gambetta and his associates, or for the disorders which occurred under the rule of nominal republicans; but they condemn the extreme ideas of certain republicans as inconsistent with the safety of property or life. If the Assembly is disposed to lay the foundation of a legitimate and free government, founded on the political equality of the whole people, every moderate, including the so-called Orleanists, will support them. This is the meaning of the election of Grevy chair man.

FROM WASHINGTON.

The Duty on Woollens.

Despatch to the Associated Press.

WASHINGTON, Feb. 21.—The woollen manufacturers and woollen commission merchants before the Ways and Means Committee ask a uniform duty of 3 cents as on carpets, wools, or free wools, and consent to a reduction to 30 per cent. ad valorem on manufactured woollens. The speakers were Mr. Spalding, of the firm of Hunt & Co., of New York; Mr. Hunt, of the firm of Tillinghast & Co., and Mr. Harris, of Rhode Island. This is the first time manufacturers have appeared asking for a reduction of the tax.

FROM NEW YORK.

Destructive Fire.

NEW YORK, Feb. 21.—About two o'clock this morning a fire broke out in the two-story brick slaughter house of Davis & Harrington, Nos. 770, 772 and 774 First avenue, destroying the entire building, and three hundred sheep. Loss on building, $35,000; on wool, $7000. The fire originated in a drying room, supposed by wool coming in contact with a stove.

THE LATE THOMAS GARRETT.

Letter of William Lloyd Garrison.

The Father of Abolitionism has written the following letter to a friend:—

My Dear Friend:—I have received the intelligence of the death of our honored and revered friend, Thomas Garrett, with profound emotions. I held him as one of the best men who ever walked the earth, and one of the most beloved among my numerous friends and coworkers in the cause of an oppressed and downtrodden race, now happily rejoicing in their Heaven-wrought deliverance. For to no one was the language of Job more strictly applicable than to himself:—"When the ear heard me, then it blessed me; and when the eye saw me, it gave witness to me; because I delivered the poor that cried, and the fatherless, and him that had none to help him. The blessing of him that was ready to perish came upon me; and I caused the widow's heart to sing for joy. I put on righteousness, and it clothed me; my judgment was as a robe and a diadem. I was eyes to the blind, and feet was I to the lame. I was a father to the poor; and the cause which I knew not I searched out. And I brake the jaws of the wicked, and plucked the spoil out of his teeth." This is an exact portraiture of your friend—a most comprehensive and graphic delineation of his character as a philanthropist and reformer.

Did there ever live one who had less of that "fear of man which bringeth a snare" than himself? or who combined more moral courage with exceeding tenderness of spirit? or who adhered more heroically to his convictions of duty in the face of deadly peril and certain suffering? or who gave himself more unreservedly, or with greater disinterestedness, to the service of bleeding humanity? or who took more joyfully the spoiling of his goods as the penalty of his sympathy for the hunted fugitive? or who more untiringly kept pace with all the progressive movements of the age, as though in the very freshness of adult life, while venerable with years? or who, as husband, father, friend, citizen, or neighbor, more nobly performed all the duties, or more generously distributed all the charities of life? He will leave a great void in the community. Such a stalwart soul appears only at rare intervals. Delaware, enslaved, treated him like a felon; Delaware, redeemed, will be proud of his memory.

"Only the actions of the just
Smell sweet, and blossom in the dust."

His rightful place is conspicuously among the benefactors, saviors, martyrs of the human race.

I trust some one, well qualified to execute the pleasing task, will write his biography for the grand lessons his life inculcated.

Yours, in full sympathy and trust,
WILLIAM LLOYD GARRISON.

FINANCE AND COMMERCE.

EVENING TELEGRAPH OFFICE,
Tuesday, Feb. 21, 1871.

The bank returns yesterday are not quite favorable to the future condition of the money market, the deposits showing a loss for the week of $615,850, and the specie of $27,046. The loans also have been contracted $166,485. On the other hand there is a slight increase in the legal-tender reserve amounting to $208,558. The business of the week is moderately large, but considerably less than that of the preceding one. The balances, however, are $269,383 higher than those given in the previous returns. There is a moderate demand for loans to-day both on business and speculative account, but less actively, perhaps, than we noticed yesterday. All wants were supplied at former quotations.

Gold is moderately active and steady, ranging from 111½@111⅝, opening and closing at the lower figure.

The Treasury is a purchaser to-day of $2,000,000 in bonds, and prices show a further advance.

The stock market was active, but prices were weak. State 6s, first series, sold at 105; city 6s, old and new bonds, sold at 101½.

Reading Railroad attracted but little attention. Small transactions at 49½@⅝. Pennsylvania was active but weak, opening at 61½ and selling down to 60⅞ s. o. Minehill changed hands at 51⅝; Little Schuylkill at 44½; Catawissa preferred at 39⅜@39½, the latter b. o., and Philadelphia and Erie at 27 b. o.

In Canal shares there was no change or movement.

PHILADELPHIA STOCK EXCHANGE SALES.
Reported by De Haven & Bro., No. 40 S. Third street.
FIRST BOARD.

$500 Pa 6s, 1 se	105	5 sh Penna R.	61⅜
$5000 City 6s, New	101½	200 do....b10.	61⅜
$100 Read deb bds.	79	100 do....b5.	61⅜
2 sh Bk of N Am.	233	100 do....b30.	61¾
4 sh Com'l Bk.	60½	100 do.	61¾
6 sh Manu Bank.	33	100 do....b30.	61⅜
100 sh Read R..b60.	49½	100 do....b30.	61½
100 do.	49½	100 do....b10.	61
4 do.	49⅝	587 do.	61
300 do....b30.	49½	107 do....b4.	61
200 do....s30.	49⅜	100 do....s60.	60⅞
100 do.	49½	8 sh Minehill R.	51⅝
100 sh Cata Prf.	39⅜	4 sh Lit Sch RR.	44½
100 do....b60.	39½		

MESSRS. DE HAVEN & BROTHER, No. 40 S. Third street, Philadelphia, report the following quotations:—U. S. 6s of 1881, 114½@114⅞; do. 1862, 111⅞@112; do. 1864, 111⅜@111⅝; do. 1865, 111⅜@111⅝; do. 1865, new, 110⅛@110⅜; do. 1867, do. 110⅛@110⅜; do. 1868 do. 110⅝@110⅞; 10-40s, 110⅝@110⅞. U. S. 30 Year 6 per cent. Currency, 112⅞@113⅛; Gold, 111⅝@111⅝; Silver, 106½@108; Union Pacific Railroad 1st Mort. Bonds, 810@820; Central Pacific Railroad 940@950; Union Pacific Land Grant Bonds, 715@725.

Philadelphia Trade Report.

TUESDAY, Feb. 21.—Bark—In the absence of sales we quote No. 1 Quercitron at $30 per ton.

The Flour market is dull, and prices favor buyers. The demand is confined to the wants of the home consumers, whose purchases foot up 600 barrels, including superfine at $5·50; extras at $5·75@6·25; Iowa, Wisconsin, and Minnesota extra family at $6·75@7·50; Pennsylvania do. do. at $6·25@7, the latter rate for fancy; Indiana and Ohio do. do. at $6·87½@7·75; and fancy brands at $8@9·50, as in quality. Rye Flour may be quoted at $5·75@6. In Corn Meal no sales were reported.

The Wheat market is devoid of spirit, and prices are weak. Sales of Indiana and Ohio red at $1·55@1·60; amber at $1·60@1·65; and white at $1·80@1·85. Rye sells at $1·08@1·10 for Western and Pennsylvania. Corn is not much sought after; sales of yellow at 79@80c., and Western mixed at 77@78c; Oats attract but little attention; sales of Pennsylvania and Western at 62@64c.

In Barley we notice a sale of 5000 bushels two-rowed New York on private terms.

Seeds—Cloverseed is dull at 10¾@11c. ℔ pound. Timothy is nominal at $6@6·25, and Flaxseed at $2·05@2·10.

Whisky is quiet, with sales of Western iron-bound at 93c.

LATEST SHIPPING INTELLIGENCE.

PORT OF PHILADELPHIA........FEBRUARY 21

STATE OF THERMOMETER AT THE EVENING TELEGRAPH OFFICE.

8 A. M.........40 | 11 A. M.........41 | 2 P. M.........41

SUN RISES	6·45	MOON SETS	8·0
SUN SETS	5·42	HIGH WATER	3·20

(By Cable.)

LIVERPOOL, Feb. 20.—Arrived, ships Escort, from New York, with 1560 bales of cotton, and Melicite, from New Orleans, with 3015 bales.

Feb. 21.—Arrived, ship Pegist, from New Orleans, with 3226 bales of cotton; bark Sarah Douglass, fm Galveston, with 1270 bales; steamer Batavia, from New York, with 1419 bales; and ship Huron, from Savannah, cargo unknown.

(By Telegraph.)

NEW YORK, Feb. 21.—Arrived, steamships Wisconsin, from Liverpool, and Cleopatra, from Havana.

HOLMES HOLE, Feb. 20.—The brig Elsey has arr'd from Hatien Jan. 24. She left at that port the United States steamer Swatara. to sail next morning for Cape St. Nicholas Mole, to find the flagship Severn, Admiral Lee; and if the Severn was not at that place she would proceed to Cuba. The Elsey landed a mail at Holmes Hole from the Swatara.

CLEARED THIS MORNING.

Schr Kate E. Roch, Doughty, Cienfuegos, E. F. Cabada & Co.

ARRIVED THIS MORNING.

Steamer Jas. S. Green, Vance, from Richmond via Norfolk, with mdse. to W. P. Clyde & Co.

Steamer G. H. Stout, Ford, from Georgetown and Alexandria, with mdse. to W. P. Clyde & Co.

Steamer J. S. Shriver, Webb, 13 hours from Baltimore, with mdse. and passengers to A. Groves, Jr.

Steamer Octorara, Reynolds, 13 hours from Baltimore, with mdse. and passengers to A. Groves, Jr.

MEMORANDA.

Steamer Hercules, Doughty, sailed from Portland this morning for Boston.

CENTRAL HIGH SCHOOL.

The Semi-Annual Commencement.

The Sixty-fifth Term—Exercises at the Academy of Music—Orations by the Students—Degrees and Awards of Merit.

At 10 o'clock this morning the semi-annual commencement exercises of the Central High School were held in the Academy of Music. The doors were opened at 9 o'clock, and long before the hour fixed for the beginning of the exercises the house was filled in every part. For a half hour before the commencement of the regular programme the audience were entertained with numerous musical selections by Hassler's orchestra, which was in attendance.

At the time appointed the stage was filled by the members of the Board of School Control, the Faculty of the High School, the members of the graduating class, and a delegation of the male public school teachers. The graduating class had seats assigned them in front of the stage. M. Hall Stanton, the President, and the officers of the Board of School Control, the Committee on the Central High School, and Professor Riche, the Principal of the school, occupied the centre. In front of them were three tables loaded down with boquets and designs in cut flowers, the offerings of friends to the graduating students.

The following

Order of Exercises

was observed:—

March—"Souvenir"—Hassler.
Prayer..................Rev. William Cathcart, D. D.
Overture—"Fortuna"—Leippe.
Master's Address.......Mr. Benjamin F. Houseman
(Of the Class of February, 1866.)
Selection—"Orpheus"—Offenbach.
Natural Selection (Third Honor), J. Harry Buckingham
Cornet Solo—"Young America"—Levy.
Creed of Mahomet (Second Honor). George W. Cloak
Polka—"Sleigh Ride"—Jullien.
Oliver Cromwell..................Edwin R. Booth
American Institutions............Alexander Rodgers
Overture—"Marriage of Figaro"—Mozart.
The Student..................Edward A. Lincoln
The Benefits of War..................Frank Fisher
Waltz—"Consortien"—Strauss.
Honorary Address (The Soul)...George R. Buckman
Swedish Song—"Spring and Autumn"—with Zither Solo—Hoffman.

AWARDING TESTIMONIALS AND CONFERRING DEGREES.

Rondo Russe—"Les Grelots"—Ascher.
Valedictory Address (Fourth Honor). Henry G. Harris
Galop—"Studenten"—Roessell.

The Address of Prof. Riche.

The following address was delivered by Prof. Riche, the Principal of the High School, in awarding the testimonials and conferring the degrees:—

"My young friends:—I am reminded at this moment that to-day is one both of sadness and rejoicing. Of sadness, as it shuts out a past of pleasant associations and faithful performances. Of rejoicing, as it opens up a future big with glorious promises and joyous anticipation. Happily the hope overshadows the regret, and you take leave of your old school, not with sighs and tears, but amid the approving smiles of a crowded audience and the inspiriting strains of beautiful music.

"It is my duty, at such a time, to speak a few words of counsel, and I promise that they shall be brief. The degree which you have just received is the reward of labor. As it represents work in the past, so it pledges you to work hereafter. The High School commissions you to-day to uphold the cause of education, not merely by word but by example, and the responsibility rests on you of vindicating your Alma Mater by lives of enlarged usefulness to the community.

"But you must remember that not only labor, but labor well directed, is essential to succes. It is too often the case with American youth, that, fixing their eyes on a far-distant goal, they undervalue and overlook the smaller ambitions, whose fulfilment so frequently beautifies and dignifies a life. It is never to be forgotten that the great eminences of distinction are not gained at a bound, but that we are raised to them gradually by the seemingly trivial successes of our humble and obscure daily life.

"Bear in mind, also, that the success which you desire is not always that which Providence vouchsafes, and that it is often in failure the true purpose of our lives is realized. We need to learn the lesson that not the accidents of external circumstances, but the essentials of character, constitute the real hero. There is a niche for each of you in God's majestic temple, if you will humbly and faithfully accept and fill it, and the work, which you perform in obedience to the Divine behests, however obscure and lowly in the eye of man, will secure for you an unfading crown of glory."

The Degrees, Distinctions, and Awards of Merit.

The following is a complete list of the degrees, distinctions, and awards of merit:—

MASTER OF ARTS.

List of those admitted to the DEGREE OF MASTER OF ARTS, *being Graduates of the Four Year's Course, of not less than five years standing.*

Benjamin F. Houseman, Edmund M. Evans, Frank H. Welsh, E. A. Farrington, M. D., William J. Volkmar, U. S. A., Clement R. Bowen, M. D. Nece, Samuel C. Coale, Jr., Robert G. Swift, Ira MacNutt, U. S. A., Edward M. David, Frederick F. Christine, John J. McFarlane, Andrew McFarlane.

BACHELOR OF ARTS.

List of those admitted to the DEGREE OF BACHELOR OF ARTS, *having completed the Four Years Course.*

George R. Buckman, 99·4; George W. Cloak, 97·9; J. Harry Buckingham, 97·5; Henry G. Harris, 95·7; Edwin R. Booth, 94·6; Walter Boswell, 94; A. Harry Lane, 93·8; Edward A. Lincoln, 93·1; John A. Simpson, 93; Benjamin F. Teller, 92·3; Alexander Rodgers, 91·4; George W. Chapman, 91; Joseph S. Potter, 90·9; Andrew Heffern, 89·5; Charles P. Butler, 88·1; Charles F. Van Horn, 87·4; Frank Fisher, 86·5; John D. Stratton, 86·4; Lewis C. Leidy, 83·6; John Stockum, 83·5; and by special resolution of the Faculty, Benjamin H Hodgson, A. S. A.

PARTIAL COURSES.

List of those receiving Certificates of having satisfactorily completed PARTIAL COURSES, *with their Averages.*

FOR THREE YEARS.—Horatio G. Pilling, 72·8; William D. Schetky, 68·1.

FOR TWO AND A HALF YEARS.—Henry O. Scheidemann, 78·7; Mercer Brown, 75·7.

FOR TWO YEARS.—Alfred Darrach, 73·4; Aaron F. Harris, 74; Howard A. Snyder, 96·4; George J. Crosby, 90·1; Harry Rapp, 87·2; Otto Wolff, 86·1; Charles H. Parbs, 83·9; Amos Horning, 79·8; James L. Poalk, 79·2; Joseph H. Williams, 77·1; Henry B. Cooper, 72·8.

DISTINGUISHED.

List of Students declared DISTINGUISHED, *having attained Term Averages of 95 or over.*

Class A.—George R. Buckman, 99·4; George W. Cloak, 97·9; J. Harry Buckingham, 97·5; Henry G. Harris, 95·7; Edwin R. Booth, 94·6.

Class B.—Robert N. Simpers, 97·8; William H. Rock, 97; Frank Rigler, 96·6; Louis Tissot, 94·9.

Class C.—Charles W. Neely, 97; H. Stewart Moorhead, 96; John C. Eastlack, 95·7.

Class D.—Clarence Moffit, 96·4; Charles E. Stanley, 96·3; Thomas Keely, 96; Solomon S. Cohen, 94·9; Peter H. Boyd, 94·5.

Class E.—Howard A. Snyder, 96·4; Reginald H. W. Lewis, 96·2; William H. Curtiss, 95.

Class G.—Curtis Tilton, 96·4.

MERITORIOUS.

List of Students declared MERITORIOUS, *having attained Term Averages of 85 or over, and less than 95.*

Class A.—Walter Boswell, 94; A. Harry Lane, 93·8; Edward A. Lincoln, 93·1; John A. Simpson, 93; Benjamin F. Teller, 92·3; Alexander Rodgers, 91·4;

Continued on the Second Page.

CENTRAL HIGH SCHOOL.

Continued from the First Page.

George W. Chapman, 91; Joseph S. Potter, 90·9; Andrew Heffern, 89·6; Charles P. Butler, 88·1; Charles F. Van Horn, 87·4; Frank Fisher, 86·5; John D. Stratton, 86·4.

Class B.—George H. Carey, 93·5; Charles E. Buzby, 93·3; Edward H. F. Collins, 92·2; Joseph A. Sinn, 92·1; Joseph Leedom, 91·5; A. Burtis Hunter, 90·6; William J. Thompson, 90·5; William M. Clift, 89·7; Alexander C. Dunbar, 86·3; Joseph A. Hough, 85·6.

Class C.—Lewis Cassidy, 93·5; Joseph H. Oram, 92·7; Joseph W. Coxe, 91·5; Harry Albertson, 91; Samuel A. Snellbaker, 89·8; Daniel Appel 89·2; Samuel S. Van Stavoren, 86·4; Josiah R. Davis, 86; James Martin, 85·8; William W. Bell, 85·6; William S. Taylor, 84·7.

Class D.—Montgomery Gibson, 94; Lewis R. Anderson, 93·8; Newton F. Cressman, 92·8; Charles F. Kerbaugh, 92·7; Thomas R. Harper, 92·6; Jonathan Rowland, 91·3; Louis N. Megargee, 91·2; William Freeborn, 90·3; Charles K. Schull, 88; Aaron H. Appel, 87·7; John C. Pomeroy, 85·2; George C. Day, 85·2; William C. Walker, 85; George H. Norris, 84·5.

Class E.—Charles R. Pancoast, 92·1; Thomas C. Brown, 92·1; David H. Bowen, 91·9; George J. Crosby, 90·1; John C. Young, 89·5; Edward Rosenbaum, 89·4; Perseus Whitechurch, 88·7; Harry Rapp, 87·2; Andrew J. Parker, 86·1; Otto Wolff, 86·1; John W. Roberts, 85·9; Samuel Lowenstein, 85; Edward W. Anderson, 85.

Class F.—William Kohn, 92·4; William C. Craige, 92; Walter C. Rodman, 91·8; Charles F. Wignall, 89·9; William H. Child, 88·4; John B. Stiteler, 86; Charles A. Atkins, 85·7; George M. Heller, 85·3; George Berry, 84·9; George W. Wright, 84·5; Henry D. S. Quein, 84·5.

Class G.—William F. Stewart, 93·4; Andrew M. Beveridge, 90·1; Arthur C. Selden, 89·4; Samuel Sailor, 88·3; Walter A. Fellows, 87·8; Norman Lesley, 85·4; Henry M. Chance, 85·4; Robert Rowe, 85·4; George Rowe, 84·8.

Class H.—George A. Shryock, 90·4; John Sparhawk, 89·1; Wilbur F. Stiles, 89; William W. White, 88·9; Benjamin W. Tingley, 86·9; Herbert DuPuy, 86·9; Thomas H. Graham, 86·5; William Mitchell, 86·3; Alfred C. Peterson, 85·8; Maurice Houseman, 85·6; Charles J. Yost, 84·7.

Master's Oration, by Benj. F. Houseman, Esq.

Benjamin F. Houseman, Esq., who delivered the Master's Oration, spoke as follows:—

Ladies and Gentlemen:—Five years ago, upon an occasion like the present, surrounded and encouraged by a like representation of beauty, and worth, and intelligence, stimulated by music as stirring to the soul, and smiles as cheering to the heart, the forty-seventh graduating class of the Central High School passed over the threshold of that noble institution and cast its lot upon the uncertain and dangerous sea of life.

With what hopes and aspirations, with what fears and doubts, with what joys and griefs, with what lingering accents of God speed each individual classmate left his fellows to meet, perhaps, no more, I leave the young gentlemen who shall follow me here to-day to tell you. They have, after four long and interestingly useful years, been at last brought together to speak the sad farewell, made doubly sad by associations which after years shall stamp upon their memories as of the most pleasant of life.

One is prone, in beginning the race the goal of which is either wealth or fame, to start with no provisions for overcoming the obstacles which too often present themselves to stay his progress towards the height of his ambition. Soon the too eager enthusiast finds that the applause with which he expected his every virtuous triumph to be rewarded is not as spirited as he desires it to be. He forgets that there are others striving, perhaps, in a like direction, and with the same ultimate objects in view, and that society, bound to give its attention to everything which transpires in its midst, is not watching him alone.

Then begin to appear in the bright sky with which his youthful aspirations were delighted, the clouds of despair, of fear, and of the ingratitude of his fellow-men. He feels, perhaps, that there is nothing now for him to do but to prepare his funeral pile and cast himself, Dido-like, in view of his departing hopes, upon its burning mass. Are these, however, the teachings of his early education? Can he not recall the noble lessons of determination, of perseverance and of fortitude? And yet how many do we find falling in this way by the roadside, remaining forever obscure, unhonored, lost.

Still, should our young colaborer succeed in overcoming his initiatory disappointments, he will not have proceeded far before impediments, greater in size, will startle his senses and stay his progress. Afar off, accompanied by scarcely audible sounds of confusion, he will notice, slowly gathering its strength, the cloud of error. Before he is scarcely aware of it, it will hover over him in proportions so great that its incidental darkness will unnerve and affright him. Then will come the trying moments in which he will have to form resolves and shape actions which may bear upon his entire future life. Questions bearing upon the moral as well as upon the physical conditions of individuals and society will engage his attention, and if he is untrue to the teachings of an unprejudiced mind and a correct judgment, he becomes the prey of such dangerous fallacies as have from time to time served to startle the entire civilized world. And, my friends, from the influence of error we can never consider ourselves entirely free. Hand-in-hand with ignorance, it makes its unheralded visits to the hearths of our happy homes, to rostrums of our lecture halls, and to the scenes of our daily labors. Error knowing incorrectly, ignorance knowing not at all—one the instigator, the other the actor—victor indeed is he who battles successfully against them. There are, you also know, occasions upon which, after overcoming all the hindrances to which a successful course is subjected, one sees his cherished objects, so dearly purchased, snatched at once by the force of circumstances from his seemingly secure hold. And then, oh what heartaches and misgivings! What blasted hopes! How sadly difficult the renewed attempts from the foot of the ladder!

Is it then a wonder that the members of the 47th class, again united under the protection of their Alma Mater, again honored by its approving smiles, and gladdened by its renewed assurances, should look upon this occasion as upon a day of sunshine? Bright indeed are the associations which cluster around it!

Again, after five probationary years, we go forth into the world to mingle our pleasures with its pleasures, and to bear the burdens of citizenship with the rest of our fellow-men. Whether we prove successful in the race of life, whether at the ends of our journeys we shall or not stand forth as shining and illustrious examples of the usefulness of the Central High School of Philadelphia, will depend upon the manner in which we shall remain true to the teachings imparted within its honored walls and the support we may receive from those among whom we may cast our lots. Of you, kind friends, who gather here semi-annually to encourage with your attention and smiles the sacred cause of education, we have much to ask. Not alone, however, for the forty-seventh class, nor alone for the Central High School and its alumni, but for all who are striving, by the acquisition of knowledge, to make life earnest and ennobling.

We ask it in the name of the spirit of the age, whose unawed power brings to our ears the hum of industry, and the loud and crashing fall of the obsolete doctrines of fanaticism and error. In the name of our glorious country, whose length and breadth bound an asylum for the virtuous down-trodden of every clime, irrespective of color, nationality, or creed. Where man is man indeed. Where no false theories of the Divine rights of kings or the priority of castes hold influence or bar the way of the humblest citizen to the highest place in the gift of the nation.

In the name of our great and honored Commonwealth, keystone of the arch! Born in peace! Ever alive to the cause of public education! Receiving upon the summits of her lofty mountains the kiss of Heaven, and, from her dark and pregnant earth, dispensing wealth and comfort to her prosperous and industrious people.

In the name of the city of Philadelphia, under whose immediate auspices we are here assembled to-day, and from the hands of whose Board of Education we obtain the privilege of saying to you for how much we are thankful.

In the name of all of these, we ask your future care and solicitude.

When years shall have rolled away, and Time shall have traced the furrows deep and well upon our well-worn faces, may the pleasant recollections of this happy occasion, graced by the presence of so many learned and learning ones, still keep us alive to the duties we owe to our city, to our State, to our country, to posterity. Acting under the impulse then felt, and having accomplished our earthly mission, we may then depart—

"Like one who wraps the drapery of his couch
About him, and lies down to pleasant dreams."

"Natural Selection," by J. Harry Buckingham.

The next speaker was J. Harry Buckingham, who delivered a scientific address on "Natural Selection."

Within the last century a great revolution has taken place in the minds of scientific men. Many old theories have been discarded, and in their places new and more satisfactory ones have been substituted. Important discoveries have been made which entirely dispel the mystery that shrouded many of the sciences. With all his wit and wisdom man knows less about himself than of any other work of God. Ask him anything concerning external nature and he will give you a long lecture about matter, its nature and properties, but ask him "from whence comest thou?" and he is silent. This question, which is so important, remains for future generations to answer.

The theory of natural selection presents to the philosopher a vast field for his labors. From the time the first fossils were discovered and the anatomist had an opportunity to compare the ancient and modern species, there has been a controversy as to whether each species was separately created, or arose from the modification of some pre-existing species. To answer this a knowledge of the *fauna* of both the present and past ages was necessary.

The theory of natural selection is that as the offspring differ in some particular not only from the parent, but also from each other, when a change took place only those possessed of organs best adapted to the change would perpetuate their species.

Suppose, for instance, that at any given epoch the harmony existing between individuals and the universe surrounding them was perfect. They were endowed with all means necessary to enable them to multiply and to provide for their wants. A change took place, making food scarce and causing the immigration of some other animals. Only those who were the most vigorous and could compete with their adversaries would survive the change. As these changes, it is argued, have taken place not only once but many times, we can conceive how they would modify organic life. By natural selection a few individuals would be taken from each species, who would in their turn multiply, and when another change took place some of these too would become extinct. Reasoning in this manner and examining the various animals and plants, we must acknowledge, from the resemblance they bear to each other, that it may be possible for them to have come from the same source.

Notwithstanding the many proofs which the Darwinists offer in favor of their theory, there are some facts which show that, in its application to man, natural selection must be limited.

If we can find in man any organ for which, at present, he has no use, but which looks forward to a future development, then the theory of natural selection is set aside. For blind law would confer on man only what is necessary for his present comfort. On examining the skull of the savage we find that he is endowed with more brain than is necessary. If this looks to a future development, such as the civilization of the savage, then it must have been placed there by an intelligent Creator. The fact that man is obliged to seek for a covering to protect himself against the inclemency of the weather proves that, in some particulars, he is wanting. The hands and feet could not have been produced by natural selection, for, in the savage, they offer an impediment to his mode of travelling, and there are in the hand latent capacities for which he has no use. The mind, that power which gives man superiority over the brutes and commands respect from his fellow-beings, offers an impediment to the Darwinists. The various operations which can be performed, conceptions of time, space, and eternity, emotions, and the power of forming abstract ideas, prove that the mind is the direct work of the Creator. One of the greatest arguments against the Darwinian theory is that Wallace, who first originated it, refused to believe that it could be applied to man. By accepting the doctrine of representative images Berkeley came to the conclusion that the world was spiritual. May we not also, by accepting the theory of natural selection, come to a conclusion just as absurd?

Second Honorary Address, by George W. Cloak.

George W. Cloak then delivered the Second Honorary Address upon the "Creed of Mahomet." After describing the previous condition of the Eastern land, he continued as follows:—

What is Mahometanism? It has generally been defined as a mixture of Idolatry, Judaism, and Christianity. In order to obtain a knowledge of our religion one goes to the Bible, so we will go to the Koran for Mahomet's Bible.

Mahomet's grand design, exhibited throughout the Koran, is the declaration of the unity of God. He denominates believers in the Trinity infidels, Christ an apostle. The word Messiah in the Koran refers not to Mahomet, but to Jesus, although the meaning attributed to the word is not that given it by Christians. The Mahometans have no Messiah. Mahomet is a prophet, the Koran is the *seal* of all scriptures sent before; thus it will be seen that his followers believe the Bible to be of divine origin.

"Was Mahomet an enthusiast or an impostor?" Mr. Bush and Dean Prideaux have judged him to be the latter. Few now accept their judgment. It is but lately that prejudice has been cast aside in examining the question. One of the causes of this was the character of those who first upheld him as an enthusiast. At the head of these stand Gibbon: he was an infidel, and no matter how strong the arguments are for truth, when brought forward by one antagonistic to religion, we feel inclined to oppose them.

Mr. Freeman, in his "Saracens," has shown that Mahomet was the greatest reformer of any time. Few understand the magnitude of his labor. To-day the world is ringing with praise to Bismarck for accomplishing the unification of Germany. It was a no less matter than for Mahomet to accomplish the unification of Arabia. The one was a union of governments, the other of religions, but at that time the terms religion and government were almost synonymous. He produced a good reform. His error was in not making that reform perfect. He did away with many serious vices, and although he did not abolish polygamy, yet he limited its practice. Can we blame him for doing much good because he did not do all good? Observing the great improvement produced in Arabia, he formed the stupendous plan of uniting the *whole world* in one religion, and consequently in one goverement, with Arabia for the centre. How did he mar the beauty of his character! Instead of a peaceful prophet he became a warlike conqueror. Well may he be called the Anti-Christ! For he has founded a religion which, although not bad, has, instead of aiding Christianity, become its greatest rival. For a time the Saracens were successful. They made an easy conquest of Persia, and penetrated as far west as Spain. They retained their western possessions but a few centuries, so that to-day the East is the seat of their religion.

"Oliver Cromwell," by Edwin R. Booth.

Edwin R. Booth next followed in an address on "Oliver Cromwell." He spoke in substance as follows:—

During the greater part of the seventeenth century England was the scene of turbulence and war. In such a contest the King and his followers proved superior to their adversaries. Victory lighted on the royal banners, and right bowed to might. Defeat and disgrace followed close upon each other in the people's cause until it was well-nigh crushed. What was to be done? Who would lead the army of Parliament back to retrieve its fallen fortunes? These questions had scarcely been asked when they were answered. Oliver Cromwell, a man whose former life had known no more exciting pursuits than parliamentary discourses, answered them both.

Having entered upon the stage of action one glance at the situation told him the origin of all the misfortunes which had befallen his espoused cause. He saw how inefficient were the mercenary troops employed by Parliament. He raised a regiment from among his own friends, Puritans, like himself, and opposed royalty and chivalry with democracy and religion. Fortune favored his enterprise. He marched in triumph from Gransham to Naseby. The King was forced to flee; subsequently was captured and beheaded. Parliament ruled, and Oliver Cromwell's grand object was accomplished.

His career, however, was not to be ended with these achievements. Wales, Ireland, and Scotland, in turn, opposed him, and were in turn conquered. Parliament itself became troublesome, but he subdued it with the same indexible purpose of quelling all opposition, and it was not till then that he entertained the idea of becoming the head of the nation; not until the King had been beheaded. Parliament disbanded, and England was without a government. Did he establish one?

If, therefore, after having freed his country from the rule of a despotic and treacherous king, after having brought peace again to his country, to which it had so long been a stranger, he should look for some invidual benefit, is Oliver Cromwell to receive the Napoleonic stigma of ambition? In 1647, he would have been satisfied with the rights of a loyal subject, but in 1651 he arrived at the highest office which the nation afforded, and on the sixteenth day of December, 1653, he received that office under the title of Lord Protector.

If our fair land should ever become subject to the rule of misguided statesmen; if anarchy should ever pollute our legislative halls, and disaffection taint our armies, may God send for our guidance such a man as Oliver Cromwell! With the fate of all that is mortal, he died, and his death, with other of life's lessons, teaches us that,

"The boast of heraldry, the pomp of power,
And all that beauty, all that wealth e'er gave,
Await alike the inevitable hour,
The paths of glory lead but to the grave."

Yet his influence, like that which is immortal, can never die. His is a name that shall live as long as English institutions live—

"One of the few, the immortal names
That were not born to die."

"The Maturity of American Institutions," by Alexander Rodgers.

The next address was one on the above-named subject, delivered by Alexander Rodgers, who spoke to the following effect:—

In foreign countries the only specious argument that avails to depreciate the labors of American minds is that of comparative newness in American institutions. It is based upon the assumption that the people of the United States have not yet attained that degree of education and refinement in letters which characterizes those of Europe. In principle the argument is true, but in application false. Let us inquire if the objection named could with propriety ever have been urged.

Unlike the history of all other countries which emerge from darkness or dim twilight into day, that of America opens at once into full light in a period of civilization.

Liberal institutions, a free press, and the fearless and manly discussion of all questions bearing on the theory of human rights, on laws, art, science, and literature, by quickening and fertilizing the intellect, imparted a powerful impulse to thought. What wonder, then, that in a soil of vigorous and inquisitive minds inventions should spring up and be multiplied? In the number, importance, and splendor of its discoveries, no age has surpassed the nineteenth century in the United States. The motive powers of steam and electricity, disclosed by the labors of Fulton and Morse, have facilitated intercourse between the States and nations, strengthened the bonds uniting them, extended everywhere the circulation of thought, and, by the introduction of new features into the history of civilization, have actually changed the face of the world.

In the present century America has also been fruitful in illustrious men—poets, orators, historians, artists, and philosophers—each and all of whom are held in high esteem by the best judges.

In political science she has furnished a Marshall, a Story, a Webster, a Clay, and a Lincoln—statesmen whose sterling worth and signal services have given them the highest place in the affections of their countrymen, and rendered them the pride and glory of an admiring world.

Every form of government is exposed to its own peculiar dangers. To a republic these are most apt to arise from an excessive love of money on the one hand and of political prestige and power on the other. To keep these agitating influences within their proper limits, some restraints more powerful than any yet possessed are undoubtedly required. The only checks compatible with free institutions must be sought in the more perfect cultivation of the mental and spiritual elements of national and individual character. The lasting power and prosperity of a nation, and above all of a republic, can be secured only by the full recognition of the combined claims of virtue, religion and learning.

"The Student," by Edward A. Lincoln.

Following this was an address on "The Student," by Edward A. Lincoln. He spoke as follows:—

The present condition of science, the advanced stage to which it has been brought, its brilliant achievements in reforming society, and the manner in which it has overthrown all obstacles to its progress, tell us that the mind is destined to override all the fancies of superstition and to shine forth with its own steady brilliancy. Old errors have vanished before the march of the intellect, and truth has reappeared.

Improvement has become the watchword in every branch of labor. Daily are principles developed and truths discovered. In fact, that department of science is far behind the age which has not, during the past century, made rapid strides in the onward road to perfection.

As this is so, it becomes us to inquire who is the grand actor in all these scenes. It is not the mechanic. True, indeed, he may by some accident discover an important truth, but we find that important truths are not usually discovered by accident. He may take the ideas of others and apply them to some practical purpose, but he is not generally the one to originate those ideas. But if not he, who is it? Emphatically it is the student. He alone has been able to penetrate into the unknown, and to discover those grand principles which have produced so much change in the moral, the political, and the religious world.

To the thinker the earth, the boundless regions of space, the Deity—all are his to reflect on and to enjoy. To him, from youth till old age, a continuous field is open. If a farmer, he studies the properties of the soil and under what treatment it will yield in greatest abundance; and when his fields are teeming with golden grain all ready to harvest, he feels amply compensated for all the toil and anxiety he may have incurred. If an author, he adds to his knowledge, by studying the works of others, and by observing their errors he corrects his own. If a statesman, he considers the interests of the whole country and allows no petty personal feelings to intrude. If a philanthropist, he labors not only for the benefit of his own countrymen but to spread civilization over the world!

"The Benefits of War," by Frank Fisher.

Frank Fisher took for his subject "The Benefits of War," and spoke in substance as follows:—

War is the great builder and destroyer of nations. A nation becomes involved in war, her armies are everywhere defeated, her generals become discouraged and refuse to furnish new triumphs to an already victorious enemy. The war terminates, but what is the condition of the nation? Her resources are exhausted, her granaries are empty, her fields are devastated, and finally, to crown her misery, the populace desert their poor mother country and seek prosperity in lands of affluence. On the other hand, success meets the army, and the nation is victorious; war rouses the dormant energies of the people, and they exert themselves to maintain the high position gained by victory.

What the safety-valve is to the steam-engine, war is to a large class of people. It is the grand outlet for superfluous energy. When the energy of a people fails to find an outlet in the ordinary pursuits of life, war is unavoidable, and if not directed toward some other power, it exerts its destructive influence on itself, bursting forth in the form of a civil war, from which nations seldom recover.

The most bloody wars that have occurred since the Christian era have, like the Thirty Years' War of Germany, the wars of Charles XII of Sweden, or those of the American Indians, been the result either of religious prejudice, ambition, or revenge. Hume, the English historian and deist, remarks that "Wars are mere experiments by which the politician fixes the principles of his science, in the same manner as the natural philosopher discovers laws by observing phenomena, and that only in cases involving reparation, defense, and independence is war truly justifiable and absolutely necessary."

We can but acknowledge the vast benefits that have resulted and still may result from war, but we hope the time may soon come when public affairs may be settled without the intervention of hostilities—"when men shall beat their swords into ploughshares, their spears into pruning-hooks, and when nations shall practise war no more."

First Honorary Address, by George R. Buckman.

George R. Buckman, who delivered the Honorary Address, took for his subject "The Soul." He spoke as follows:—Man stands at the head of creation. As, in a niche of a cathedral stands, bathed in incense, the work of a master-sculptor, while strains of music float gently down the long aisles, or swell into mighty peals as they echo back from dome or corridor; so, in a world of beauty, drinking in the sweet perfume of flowers, while the richest melody is wafted by every breeze, stands man, the masterpiece of the Great Architect.

Wonderful, indeed, as is man's physical form, perfect as is the mechanism of every part, yet we must confess, as we gaze upon him, that there is something far grander, nobler, loftier—a bright gem, which, unimpaired by time, will sparkle when its casket shall have mouldered to dust—the soul.

The soul! Bring together the richest materials earth affords, group them as you will, yet into what utter insignificance they sink when compared with it! While they are perishable, it will never fade; while all else is ephemeral, it is immortal.

"What is the soul?" "Where is its seat?" These questions were among the first which presented themselves to the inquiring mind of man. And so, far back in the misty past, when mountains of superstition, ignorance, and skepticism cast over the earth their dark shadows, we find the grey-haired sages of Greece, Egypt, and Arabia attempting to solve the mighty problems of their being. The vast ocean of metaphysics, all unexplored, lay spread out before them, while the glittering pebbles which every wave cast upon the shore seemed to tell of the treasures which lay hid beneath the dark waters.

The nineteenth century, however, in which the lightnings of thought, gleaming through the thick clouds of error, have dissipated doubt and purified the whole moral atmosphere, has witnessed the overthrow of most of the ancient systems of philosophy. At the present time the tendency of metaphysical science is to regard the soul as far beyond human power to fathom. The mysterious connection between spirit and matter must in this life ever remain an unsolved problem.

Without invading the domain of the philosopher, we may still inquire where is the seat of the soul?

Among the many palaces which adorn the Eternal City, perhaps the most magnificent is the Vatican. Wandering through its mazy halls, and drinking in at every step the inspiration which communion with the past never fails to give, we at length reach the museum. Here, on every side, embodied in marble or clinging to the canvas, are seen the creations of Praxiteles and Agesander, of Raphael and Michel Angelo, of Guido and Correggio. As we gaze upon the triumphs of human skill, the monuments of human glory, we seem transported back to the time when flourished the great masters of art. Centuries roll back their curtains, and reveal to us the studio of Rome's greatest sculptor. Before him stands the Parian block from which his skill is carving a form of beauty. As, his countenance lighting up with the fire of genius, he bends eagerly over his work, we may ask where is his soul? Not restricted to blood nor brain, nor hidden in an obscure chamber of his heart, but, pervading his whole being, it informs the mind, which conceives and directs the arm that is executing, guiding the chisel as it moulds into classic elegance each feature, till the sculptured marble seems bursting into life, as if the soul of the sculptor, elevated and expanded by the grandeur of its conception, had broken down the barriers of flesh, and, flying forth, had left its traces on the marble—traces which age shall not dim, nor Time himself obliterate.

When at death the soul, winging its silent flight across the vast chasm which separates time from eternity, shall have reached the "city not made with hands," there shall it take its seat forever near its God.

Valedictory Address, by Henry G. Harris.

Henry G. Harris delivered the Valedictory Address. It was in verse, and was excellent both in thought and expression. Want of space prevents its entire publication. We produce a short extract:

The tutor gives the world her ablest men,
Who wield for her the sword or mightier pen;
Yet when her prizes, lavish, she bestows,
He's oft neglected 'midst the crowd of those
Who first in commerce, science, law or art
To him owe all; but ne'er acknowledge part:
To their own talent they refer their rise,
Although on him the merit really lies,
Yet, who that once has wrought in subtle mind,
Would to mean matter ever be confined?
Who that the Parian block can skilful shape,
Would in base plaster solid marble ape?
You careful mould the youthful intellect,
Smooth every roughness, cover each defect,
Make it, for man, a bright and keen-edged tool,
A passive agent to his will's stern rule,
With which he hews each hindrance from his course,
And from resistance gathers greater force;
As when the dam some plashing stream makes deep,
The running waters now come calmed to sleep;
Until the thundering storm bids them awake,
When foaming, plunging, they attempt to break
The curb: the mind whose onward course is checked,
Will, silent, every latent power collect,
Will bide its time, and then will burst the bond,
Or swiftly o'er it shoot, and far beyond.
* * * * * * *
Let us e'er court the company of those
Whose youth was not all indolent repose,
Who have in learning's paths beyond us gone,
For friends above will draw us farther on;
But those beneath on our advantage frown,
Ne'er raise themselves, but, envious, drag us down.
The oak that grows 'mid shrubs, or on the plain,
May spread, but never will much height attain;
But in the forest, where its equals grow,
Whose shades the chesnut, elm, and maple know,
The oak shoots up its lordly, leaf-crowned crest,
And strives, and frequent does o'ertop the rest.

SPECIAL NOTICES.

REDEMPTION OF CIVIL BONDS OF 1860.

STATE OF CALIFORNIA,
TREASURY DEPARTMENT,
SACRAMENTO, February 1, 1871.

Whereas, There is on this day in the State Treasury the sum of twenty-eight thousand ($28,000) dollars which, under the provisions of an act of the Legislature of said State entitled "An act to provide for the paying certain equitable claims against the State of California, and to contract a funded debt for that purpose," approved April 30, 1860, is set apart for the redemption of Civil Bonds of said State, issued under the provisions of said act, notice is hereby given that

SEALED PROPOSALS

for the surrender of said Bonds will be received at this Department for the amount above specified until the

10TH DAY OF APRIL, 1871,

at 11 o'clock A. M.

No bid will be entertained at more than par value, and a responsible guarantee must accompany each proposal, which must be indorsed "Sealed Proposals for the surrender of Civil Bonds of 1860."

Said bonds will be redeemed and interest paid in gold and silver coin of the United States, and must be surrendered within ten days after the acceptance of the proposal for their redemption.

A. F. CORONEL,
State Treasurer.
2 14tuths t4 10

REDEMPTION OF STATE BONDS.

STATE OF CALIFORNIA,
TREASURY DEPARTMENT,
SACRAMENTO, Feb. 1, 1871.

Whereas, there is on this day in the State Treasury the sum of two hundred and fifty thousand ($250,000) dollars, which, under the provisions of an act of the Legislature of said State, entitled "An Act to provide for paying certain equitable claims against the State of California, and to contract a funded debt for that purpose," approved April 28, 1867; and also under the provisions of an act amendatory of said act, approved April 27, 1860, is set apart for the redemption of Civil Bonds of said State, issued under the provisions of said first mentioned act, notice is hereby given that

SEALED PROPOSALS

for the surrender of said Bonds will be received at this Department for the amount above specified, until the

10TH DAY OF APRIL, A. D. 1871,

at 11 o'clock A. M.

No bids will be entertained at more than par value, and a responsible guarantee must accompany each proposal, which must be marked "Sealed Proposals for the Redemption of Civil Bonds of 1857."

Said bonds must be surrendered within ten days after the acceptance of the proposals for their redemption.

A. F. CORONEL,
State Treasurer.
2 14 tuths t 4 10

NOTICE TO STOCKHOLDERS.—CHICAGO AND ALTON RAILROAD COMPANY.
SECRETARY'S OFFICE, CHICAGO, ILL.,
February 8, 1871.

The stockholders of the CHICAGO AND ALTON RAILROAD COMPANY are hereby notified that a cash dividend of FIVE PER CENT., free of Government tax, has this day been declared on the Preferred and Common Stock of this Company, out of the earnings of the last six months, payable at the office of the Company's agents, Messrs. M. K. Jesup & Co., No. 12 Pine street, in the city of New York, on the 6th day of March next, to holders who are registered as such at the close of business hours on the 16th inst., at which time the transfer-books will be closed, and reopened for transfer on the 7th day of March next.

2 15t3 7 W. M. LARRABEE, Secretary.

CLEVELAND, COLUMBUS, CINCINNATI, AND INDIANAPOLIS RAILWAY COMPANY.

CLEVELAND, Ohio, Feb. 8, 1871.

The annual meeting of the stockholders of this company, for the election of directors and for the transaction of other business, will be held at the office of the company in Cleveland, Ohio, on WEDNESDAY, March 1, 1871, between the hours of 11 o'clock A. M. and 2 o'clock P. M.

The transfer books will be closed from the evening of February 18 until March 2.

GEORGE H. RUSSELL,
Secretary.
2 9 3w

AT THE ANNUAL MEETING OF THE CORPORATORS OF THE CONTINENTAL HOTEL COMPANY, held on MONDAY, January 9, 1871, the following named gentlemen were elected Managers for the ensuing year:—

JOHN RICE,
JOSEPH B. MYERS,
DANIEL HADDOCK, JR.,
JAMES H. ORNE,
JOHN C. HUNTER.

At a subsequent meeting of the Board of Managers JOHN RICE was unanimously re-elected President, and J. SERGEANT PRICE Secretary and Treasurer.

J. SERGEANT PRICE,
Secretary.
1 21 stuth1m

OLIVER AMES, PRESIDENT.
JOHN DUFF, Vice-President.
JOHN M. S. WILLIAMS, Treasurer.
E. H. ROLLINS, Secretary.
UNION PACIFIC RAILROAD COMPANY,
SEARS' BUILDING (POST-OFFICE BOX NO. 2377.)
BOSTON, Feb. 4, 1871.

The annual meeting of the stockholders of the UNION PACIFIC RAILROAD COMPANY will be held at the office of the company in BOSTON, on WEDNESDAY, the 8th day of March, 1871, at 10 o'clock A. M., to elect officers for the ensuing year.

OLIVER AMES,
2 14 t3-8 President Union Pacific Railroad Co.

OFFICE OF THE PHILADELPHIA, GERMANTOWN, AND NORRISTOWN RAILROAD COMPANY.

PHILADELPHIA, Feb. 13, 1871.

The Board of Managers have declared a dividend of THREE PER CENT. on the Capital Stock, payable, clear of tax, at the Office of this Company, No. 12 Philadelphia Exchange, on and after the 13th of March next. The transfer books will be closed on the 20th inst., and remain closed until the 14th of March.

A. E. DOUGHERTY,
Treasurer.
2 13 m 5t

CITY TREASURER'S OFFICE.

PHILADELPHIA, Feb. 2, 1871.

The premium on Gold Interest on City Loans of July, 1870, will be paid in currency on and after February 6, 1871.

JOSEPH F. MARCER,
City Treasurer.
2 2

DALZELL PETROLEUM COMPANY, Office No. 218½ WALNUT Street.
PHILADELPHIA, Feb. 14, 1871.

The Directors have this day declared a dividend of FIVE PER CENT. (being Ten Cents per share) on the capital stock of the company, payable, clear of State taxes, on the 1st of March, proximo. The Transfer Books will be closed from February 22 to March 2.

M. B. KELLY,
Treasurer.
2 15 12t*

THE ANNUAL MEETING OF THE STOCKHOLDERS of the CONNELLSVILLE AND SOUTHERN PENNSYLVANIA RAILWAY COMPANY will be held at the Office of the Company, No. 238 S. THIRD Street, on WEDNESDAY, March 1, at 12 o'clock M., when an election will be held for a President and twelve Directors to serve the ensuing year.

CHARLES WESTON,
Secretary.
Philadelphia, Feb. 15, 1871. 2 15 wat*

SPECIAL NOTICES.

TREASURER'S OFFICE, ST. JOSEPH and Denver City Railroad Company.
ST. JOSEPH, Mo., Jan. 28, 1871.

The interest and coupons due Feb. 15, 1871, on the first mortgage eight per cent. (8 per cent.) gold bonds of the St. Joseph and Denver City Railroad Company will be paid at the office of the Farmers' Loan and Trust Company, in the city of New York, upon presentation and application, on and after that date, free of Government tax.

2 7 26t† THOMAS E. TOOTLE, Treasurer.

BATCHELOR'S HAIR DYE.—THIS SPLENDID Hair Dye is the best in the world, the only true and perfect Dye. Harmless—Reliable—Instantaneous—no disappointment—no ridiculous tints—"Does not contain Lead nor any Vitalic Poison to injure the Hair or System." Invigorates the Hair and leaves it soft and beautiful; Black or Brown.

Sold by all Druggists and dealers. Applied at the Factory, No. 16 BOND Street, New York. [4 27 mwf†

THE ENTERPRISE INSURANCE COMPANY OF PHILADELPHIA.
COMPANY'S BUILDING, No. 400 WALNUT STREET,
January 2, 1871.

The Directors have this day declared a dividend of THREE PER CENT. on the capital stock of the Company for the last six months, payable on demand, free of all taxes.

ALEX. W. WISTER,
Secretary.
1 2tf

INSTEAD OF USING COMMON TOILET Soap at this season of the year, use "Wright's Alconated Glycerine Tablet of Solidified Glycerine." It softens the skin, prevents redness and chapping by cold, and beautifies the complexion.

For sale by Druggists generally.

R. & G. A. WRIGHT,
1 6 fmw26t No. 624 CHESNUT St., Philad'a.

THE UNION FIRE EXTINGUISHER COMPANY OF PHILADELPHIA

Manufacture and sell the Improved, Portable Fire Extinguisher. Always Reliable.

D. T. GAGE,
5 30 tf No. 118 MARKET St., General Agent.

THE IMPERISHABLE PERFUME!—AS A rule, the perfumes now in use have no permanency. An hour or two after their use there is no trace of perfume left. How different is the result succeeding the use of MURRAY & LANMAN'S FLORIDA WATER! Days after its application the handkerchief exhales a most delightful, delicate, and agreeable fragrance. 3 1 tuths†

THURSTON'S IVORY PEARL TOOTH POWDER is the best article for cleansing and preserving the teeth. For sale by all Druggists. Price 25 and 50 cents per bottle. 11 26 stuthly

DR. F. R. THOMAS, No. 911 WALNUT ST., formerly operator at the Colton Dental Rooms, devotes his entire practice to extracting teeth without pain, with fresh nitrous oxide gas. 11 17†

DISPENSARY FOR SKIN DISEASES, NO. 216 S. ELEVENTH Street.

Patients treated gratuitously at this institution daily at 11 o'clock. 1 14

JOUVIN'S KID GLOVE CLEANER restores soiled gloves equal to new. For sale by all druggists and fancy goods dealers. Price 25 cents per bottle. 11 28mwf†

WATCHES, JEWELRY, ETC.

LEWIS LADOMUS & CO.
DIAMOND DEALERS & JEWELERS.
WATCHES, JEWELRY & SILVER WARE.
WATCHES and JEWELRY REPAIRED.
802 Chestnut St., Phila.

Would invite attention to their large stock of

Ladies' and Gents' Watches

Of American and foreign makers.
DIAMONDS in the newest styles of Settings.
LADIES' and GENTS' CHAINS, sets of JEWELRY of the latest styles, BAND AND CHAIN BRACELETS, Etc. Etc.

Our stock has been largely increased for the approaching holidays, and new goods received daily.

Silver Ware of the latest designs in great variety, for wedding presents.

Repairing done in the best manner and guaranteed. 5 11 fmw†

TOWER CLOCKS.

G. W. RUSSELL,
No. 22 NORTH SIXTH STREET,

Agent for STEVENS' PATENT TOWER CLOCKS, both Remontoir & Graham Escapement, striking hour only, or striking quarters, and repeating hour on full chime.

Estimates furnished on application either personally or by mail. 5 25

WILLIAM B. WARNE & CO.,
Wholesale Dealers in
WATCHES, JEWELRY, AND SILVER WARE,
First floor of No. 632 CHESNUT Street,
S. E. corner SEVENTH and CHESNUT Streets.
3 2 1y]

MILLINERY.

MRS. R. DILLON
NOS. 323 AND 331 SOUTH STREET,
FANCY AND MOURNING MILLINERY, CRAPE VEILS.

Ladies' and Misses' Crape, Felt, Gimp, Hair, Satin, Silk, Straw and Velvets, Hats and Bonnets, French Flowers, Hat and Bonnet Frames, Capes, Laces, Silks, Satins, Velvets, Ribbons, Sashes, Ornaments and all kinds of Millinery Goods. 1 4

LOOKING GLASSES, ETC.

FOR
LOOKING-GLASSES,
RELIABLE AND CHEAP.
JAMES S. EARLE & SONS,
No. 816 CHESNUT STREET.

WHISKY, WINE, ETC.

CARSTAIRS & McCALL.
No. 126 Walnut and 21 Granite Sts
IMPORTERS OF
Brandies, Wines, Gin, Olive Oil, Etc.
WHOLESALE DEALERS IN
PURE RYE WHISKIES.
IN BOND AND TAX PAID. [illegible]

CORDAGE, ETC.

CORDAGE.
Manilla, Sisal and Tarred Cordage
At Lowest New York Prices and Freights.
EDWIN H. FITLER & CO.,
Factory, TENTH St. and GERMANTOWN Avenue.
Store, No. 23 N. WATER St. and 22 N. DELAWARE Avenue.
4 1 9 12m PHILADELPHIA.

JOHN S. LEE & CO., ROPE AND TWINE MANUFACTURERS,
DEALERS IN NAVAL STORES,
ANCHORS AND CHAINS,
SHIP CHANDLERY GOODS, ETC.,
Nos. 46 and 48 NORTH WHARVES. 2 8]

Corn Exchange Bag Manufactory.
JOHN T. BAILEY,
N. E. Cor. WATER and MARKET Sts.

ROPE AND TWINE, BAGS and BAGGING, for Grain, Flour, Salt, Super-Phosphate of Lime, Bone Dust, Etc.

Large and small GUNNY BAGS constantly on hand. Also, WOOL SACKS.

FINANCIAL.

Bowles Brothers & Co.
PARIS, LONDON, BOSTON.
No. 19 WILLIAM Street
New York,
ISSUE
Credits for Travellers
IN EUROPE.
Exchange on Paris and the Union Bank of London.
IN SUMS TO SUIT. [1 7 3m

CITY OF BALTIMORE.

$1,200,000 six per cent. Bonds of the Western Maryland Railroad Company, endorsed by the City of Baltimore. The undersigned Finance Committee of the Western Maryland Railroad Company offer through the American Exchange National Bank $1,200,000 of the Bonds of the Western Maryland Railroad Company, having 30 years to run, principal and interest guaranteed by the city of Baltimore. This endorsement having been authorized by an act of the Legislature, and by ordinance of the City Council, was submitted to and ratified by an almost unanimous vote of the people. As an additional security the city has provided a sinking fund of $200,000 for the liquidation of this debt at maturity. An exhibit of the financial condition of "city shows that she has available and convertible assets more than sufficient to pay her entire indebtedness. To investors looking for absolute security no loan offered in this market presents greater inducements. These bonds are offered at 87½ and accrued interest, coupons payable January and July.

WILLIAM KEYSER,
JOHN K. LONGWELL,
MOSES WIESENFELD,
1 6 60t† Finance Committee.

ELLIOTT, COLLINS & CO.,
BANKERS,
No. 109 South THIRD Street,
MEMBERS OF STOCK AND GOLD EXCHANGES.
DEALERS IN MERCANTILE PAPER,
GOVERNMENT SECURITIES, GOLD, Etc.
DRAW BILLS OF EXCHANGE ON THE UNION BANK OF LONDON. 9 3 fmw†

EDUCATIONAL.

HARVARD UNIVERSITY
CAMBRIDGE, MASS.,

Comprises the following Departments:—

Harvard College, the University Lectures, Divinity School, Law School, Medical School, Dental School, Lawrence Scientific School, School of Mining and Practical Geology, Bussey Institution (a School of Agriculture and Horticulture), Botanic Garden, Astronomical Observatory, Museum of Comparative Zoology, Peabody Museum of Archæology, Episcopal Theological School.

The next academic year begins on September 28, 1871.

The first examination for admission to Harvard College will begin June 29, at 8 A. M. The second examination for admission to Harvard College, and the examinations for admission to the Scientific and Mining Schools, will begin September 28. The requisites for admission to the College have been changed this year. There is now a mathematical alternative for a portion of the classics. A circular describing the new requisites and recent examination papers will be mailed on application.

UNIVERSITY LECTURES.—Thirty-three courses in 1870-71, of which twenty begin in the week February 12-19. These lectures are intended for graduates of colleges, teachers, and other competent adults (men or women). A circular describing them will be mailed on application.

THE LAW SCHOOL has been reorganized this year. It has seven instructors, and a library of 16,000 volumes. A circular explains the new course of study, the requisites for the degree, and the cost of attending the school. The second half of the year begins February 13.

For catalogues, circulars, or information, address

J. W. HARRIS,
Secretary.
2 6 3m

WASHINGTON COLLEGE,
VIRGINIA,
GENERAL G. W. CUSTIS LEE, PRESIDENT, WITH FOURTEEN PROFESSORS.

The Spring Term of the present season begins on the

FIRST OF FEBRUARY.

The rearrangement of classes then made enables students to enter the several schools with advantage. Students entering at this time pay only half fees.

All the ACADEMIC SCHOOLS of the College, as well as the Professional Schools of LAW and ENGINEERING, are in full operation.

For further information, address

WILLIAM DOLD,
Clerk of Faculty, Lexington, Va.
January 1, 1871. 1 17 6w

EDGEHILL SCHOOL
MERCHANTVILLE, N. J.,
Four Miles from Philadelphia.

The session commenced MONDAY, January 9, 1871.

For circulars apply to
3 21 1y Rev. T. W. CATTELL.

MAPLEWOOD INSTITUTE FOR YOUNG Ladies, Pittsfield, Mass. Long and widely-known for superior facilities and rare beauty of location. Board and English tuition, $150 for half year, commencing February 23. Special terms to clerical patrons and teachers.

2 15 1m† Rev. C. V. SPEAR, Principal.

H. Y. LAUDERBACH'S ACADEMY,
ASSEMBLY BUILDINGS,
A Primary, Preparatory, and Finishing School. Address Principal, No. 108 S. TENTH St. 2 11 1m

YOUNG MEN AND BOYS' ENGLISH AND CLASSICAL INSTITUTE, No. 1908 MT. VERNON Street, Rev. JAMES G. SHINN, A. M., Principal. 12 31 smtu2m

HATS AND CAPS.

WARBURTON'S IMPROVED VENTILATED and easy-fitting DRESS HATS (patented), in all the improved fashions of the season. CHESNUT Street, next door to the Post Office. rp†

NEWS SUMMARY.

City Affairs.

—Jacob Benson (colored) has been committed by Alderman Kerr, on the charge of having burglariously entered the house of Daniel Fisher, No. 724 Wallace street.

—The Finance Committee met last evening, and after considering the appropriation for the support of the public schools, agreed to postpone the subject until Monday next.

—Another meeting of the Fire Commissioners was held last evening, but no business of importance was transacted. The committee merely reported progress.

—A meeting of the citizens of Frankford was held last evening to protest against the paving of the streets of that place at the expense of the property owners.

—At a meeting of the Board of Trade, held last evening, Mr. Allen presented a report, stating that at the session of the National Board the Constituent Boards were instructed to memorialize the Legislatures of the several States to repeal the laws discriminating against non-resident traders, and to memorialize Congress for the immediate and unconditional abolition of the franking privilege. The report was adopted.

Domestic Affairs.

—The Orleans Cotton Exchange was opened yesterday.

—The total number of hogs packed at Chicago this season up to date is 886,566 and the packers are still at work.

—General Halpine, another liberated Fenian prisoner, arrived yesterday at Boston, in the steamer Siberia.

—The news that the Tennessee is safe caused great rejoicings yesterday throughout the entire breadth of the land.

—In the Virginia House of Assembly yesterday the bill incorporating the Washington and Richmond Railway Company was passed.

—Senator Sumner was not so well last evening, and his friends were very much alarmed. It is said he cannot resume his seat this session.

—General reports throughout Illinois are that the prospects of the wheat crop of that State were never better at this season of the year than now.

—A bill was introduced into the New Jersey Legislature yesterday, to repeal the act allowing the Camden and Amboy, New Jersey and other railroads to consolidate their stock and lease to other roads. Much other railway legislation was put forward in the same body.

Foreign Affairs.

—The Bonapartists are agitating for a plebiscitum.

—Bismarck will soon recognize the Republic of France.

—Thiers and Favre have gone to Versailles to settle terms with Bismarck.

—The exchange of prisoners of war will soon take place between the French and the Germans.

—The payment of the war contributions levied in some of the departments of France has been deferred.

—Germany is resolved to continue the war if compensation for the past and guarantees for the future are not given.

—Fears are still entertained that demonstrations may be made upon Emperor William, Bismarck, and other Germans high in authority if the conquering army enters Paris.

—In the British House of Commons yesterday, Mr. Gladstone, in reply to an inquiry, denied that Her Majesty's Government had received any proposals for the purchase of the British dominions in North America.

DOGBERRY OUTDONE.

Amusing Scene in a St. Louis Police Court.

The Missouri *Republican* of Friday last says:—

The office of C. F. Walther, Justice of the Peace, was crowded yesterday afternoon by a throng of lawyers, policemen, clerks, and others, desirous of hearing a peace-warrant case tried, in which Mr. Charles P. Johnson, Circuit Attorney, was defendant, and Mr. M. D. C. Luby, attorney, the affiant. Mr. Voullaire defended and Mr. Luby prosecuted. Defendant was charged with having threatened to do Mr. Luby great bodily injury.

The examination lasted two or three hours, and the proceedings were occasionally uproarious as well as comical.

Luby, seeing Mr. Alexander McKee and his dog, had the former sworn as a witness.

Luby—Mr. McKee, will you please state what occurred between Mr. Johnson and myself on Saturday last?

McKee—No, sir.

Luby—Why not?

McKee—Because I wasn't there.

Luby—That will do.

Captain Kerone was sworn.

Luby—Were you present?

Kerone—I was.

Luby—Did you see Mr. Johnson raise his cane over my head?

Kerone—No.

Luby—Did you hear him call Judge Primm a murderer.

Kerone—Nary time.

Luby—Did you see him throw himself into an attitude of corporal chastisement?

Kerone—There was no corporal there of that name. (Laughter.)

The farce went on for more than an hour, the spectators being frequently convulsed with laughter at the Dogberrian blunders of the attorney.

At length an old lawyer suggested to Luby to ask Kerone if Johnson did not shake his finger at him.

Kerone—Yes, I believe he did shake his finger at you, this way.

Luby—That fixes it. That will do. (Convulsive laughter.)

Judge Primm was examined for the defense, and stated that Mr. Johnson was one of the mildest and best-tempered men he had ever known; didn't believe he would hurt a flea unless it bit him pretty severely.

The testimony being closed, and the defense declining to make a speech, Mr. Luby read to the jury a paper which he had prepared for an argument. It gave an account of the difficulty, colored by a distorted imagination, and stated that "if the jury failed to give him redress, a revolver would."

Mr. Voullaire interrupted the orator and asked him if he carried a revolver.

Mr. Luby said he never carried a revolver, and went on reading his speech.

The jury immediately brought in a verdict of not guilty, and the defendant was discharged amidst considerable enthusiasm and much merriment.

The whole trial was a perfect farce, and showed with what impunity the "majesty of the law" can be trifled with by one clothed in the livery of the legal profession.

CITY ITEMS.

INTERESTING TO LADIES.—"I have used the Grover & Baker, Wheeler & Wilson, Singer, Florence, and Finkle & Lyon Machines, and much prefer the Grover & Baker, as, in my opinion, the most durable, efficient, and desirable Sewing Machine in use. I would not use any other machine in my family, as I believe the Grover & Baker has no equal."

MRS. S. H. MORRISON,
South Camden, N. J.

AN EXCELLENT ARTICLE.—MRS. WINSLOW'S SOOTHING SYRUP is an excellent article for all diseases of children. It relieves the child from pain, regulates the stomach and bowels, and, by giving health to the child, comforts and rests the mother. During the process of teething its value is inestimable; cures wind colic and griping in the bowels.

BURNETT'S FLORIMEL.—An exquisite perfume.

MR. WILLIAM W. CASSIDY, the jeweller at No. South Second street, has one of the largest and most attractive stocks of all kinds of Jewelry and Silverware in the city. He has also on hand a fine assortment of fine American Western Watches. Those who purchase at this store at the present time are certain to get the worth of their money.

WHITCOMB'S ASTHMA REMEDY—Sure cure.

CHINA, GLASSWARE, ETC.

$200,000

WORTH OF

CHINA, GLASS and EARTHENWARE

TO BE CLOSED OUT, REGARDLESS OF COST.

Gay's China Palace,

No. 1012 CHESNUT STREET,

Are obliged to close out their immense stock, in consequence of the building they occupy having been sold. The entire stock must be closed out by the 1st of April, as they are obliged to vacate the premises by that time. Below we quote prices of a few leading staple goods. Fancy goods are at a still greater discount from former prices.

White French China Dining Sets, 127 pieces	$18·00
White French China Tea Sets, 44 pieces	5·75
White French China Tea Sets, 46 pieces	6·75
Stone China Dining Sets, 98 pieces	7·75
Stone China Tea Sets (cups with handles) 44 ps	2·50
Stone China Tea Sets (cups with handles) 46 ps	2·50
Stone China Cups and Saucers, per set 12 pieces	50
Stone China Dining Plates, per dozen	60
Table Tumblers, per dozen	50
Table Goblets, per dozen	75
Glass Tea Sets (4 articles)	40
Bohemian Cologne Sets, 2 Bottles and Puff Box	90
Bohemian Liquor Sets, 6 Glasses, Walter and Bottle	90

An endless variety of Fancy Goods, at an immense reduction from former prices.

36 casks of Parian Marble, Leek, and Majolica Ware, all new designs, just landed from steamer Helvetia, will be included in the sale.

Goods to go out of the city will be packed and delivered to transportation office free of charge, and insured against breakage to destination.

SHOW ROOMS OPEN TILL 9 O'CLOCK AT NIGHT.

STORE FIXTURES FOR SALE. 2 18 10t

FIRE EXTINGUISHER.

THE UNION FIRE EXTINGUISHER.

OVER FIVE MILLIONS ($5,000,000) OF DOLLARS WORTH OF PROPERTY IN THE UNITED STATES HAS ACTUALLY BEEN SAVED BY THE EXTINGUISHER

Within the past three years; while in Philadelphia alone twenty-five fires, endangering property to the extent of HUNDREDS OF THOUSANDS OF DOLLARS, have been extinguished during the past year by the same means. Our Machine is the IMPROVED CARBONIC ACID GAS FIRE EXTINGUISHER, and is indorsed and used by M. Baird & Co., Henry Disston & Son, Benjamin Bullock's Sons, Morris, Tasker & Co., Alan Wood & Co., Lacey & Phillips, Bromley Brothers, S. J. Solms, Charles Eneu, Johnson & Co., Rimby & Madeira, Francis Perot & Sons, George W. Childs, Pennsylvania Railroad Company, Philadelphia and Boston Steamship Company, Philadelphia and Southern Steamship Company, and many other of our leading business men and corporations.

CAUTION.—All parties in this community are warned against buying or selling "Extinguishers" except those purchased from us or our agents, under penalty of immediate prosecution for infringement.

Our prices have been reduced, and the Machine is now within the reach of every property holder.

N. B.—One style made specially for private residences.

Union Fire Extinguisher Company

OFFICE, 1 28 stutfrp

No. 118 MARKET STREET.

GROCERIES, ETC.

Choice New Crop Teas

AT REDUCED PRICES.

FINEST OOLONG, JAPAN, AND YOUNG HYSON TEAS,

Just received, which we now offer at a great reduction in prices, in half chests, 10 lb. boxes, and at retail.

Fine Old Mocha, Java, Laguayra, and Rio Coffees, at greatly reduced prices.

Owing to the late reduction in Government duties, we can now offer to our customers a large assortment of FIRST-CLASS GROCERIES at low rates.

WILLIAM KELLEY,

N. W. Corner TWELFTH Street and GIRARD Avenue,

11 10 tnstu§ PHILADELPHIA.

JUST RECEIVED,

Davis' Cincinnati Hams.

ALBERT C. ROBERTS,

Dealer in Fine Groceries,

11 7 Corner ELEVENTH and VINE Sts.

CARRIAGES.

ESTABLISHED 1853.

JOSEPH BECKHAUS,

No. 1204 FRANKFORD Avenue,

ABOVE GIRARD AVENUE,

Manufacturer of exclusively FIRST-CLASS

CARRIAGES.

NEWEST STYLES.

Clarences, Landaus, Landaulettes, Close Coaches, Shifting qr. Coaches, Coupes, Barouches, Phætons, Rockaways, Etc., SUITABLE FOR PRIVATE FAMILY and PUBLIC USE. Workmanship and finish second to none in the country.

Fine and varied stock on hand—completed and in the works. Orders receive prompt and personal attention. All work warranted. 12 21 3mrp

FURNACES, ETC.

ESTABLISHED 1825.

FRED. T. MECKE. H. J. DEAS

H. J. DEAS & CO.,

MANUFACTURERS OF

Warm Air Furnaces

AND

Cooking Ranges,

Portable Heaters, Low Down Grates, Slate Mantels, Bath Boilers, Registers and Ventilators.

No. 111 North SEVENTH St.,

PHILADELPHIA. [9 22 thstu6mrp

JOBBING PROMPTLY ATTENDED TO.

CUMBERLAND NAILS

$4·50 Per Keg.

These Nails are known to be the best in the market

All Nails, no waste, and cost no more than other brands.

Each keg warranted to contain 100 pounds of Nails.

Also, a large assortment of fine Hinges, Locks, and Knobs. Solid Bronze, suitable for first-class buildings, at the great

Cheap-for-Cash Hardware Store

OF

J. B. SHANNON,

2 14 tuths§ No. 1009 MARKET Street.

COTTON.—MIDDLING FAIR AND MIDDLING Gulfs, Alabama and Uplands, samples, clean stain, etc., for sale by

WILLIAM M. GREINER,
1 20 2m No. 109 CHESNUT Street.

SNOWDON & RAU'S COAL DEPOT, CORNER DILLWYN and WILLOW Streets.—Lehigh and Schuylkill COAL, prepared expressly for family use at the lowest cash prices. 1 13

PROPOSALS.

ARMY BUILDING, CORNER OF HOUSTON AND GREENE STREETS.

NEW YORK CITY, Feb. 2, 1871.

Proposals in Duplicate will be received by the undersigned until 12 M., SATURDAY, March 4, for the following Subsistence Stores:—

300 barrels of Prime Mess Pork, containing 200 pounds net, 1 iron-hoop on each end.
500 barrels of Flour, round hoops, full head-lined, and sealed bungs.
100 barrels of "E. F." Flour, round hoops, full head-lined, and sealed bungs.
15,000 pounds of Fine Salt, in barrels, full head-lined.
10,000 pounds of "Prime Med." Beans, in barrels, full head-lined.
20,000 pounds of Brown Sugar, in barrels, full head-lined.
5,000 pounds of Crushed Sugar, in barrels, full head lined.
5,000 pounds of Granulated Sugar, in barrels, full head-lined.
5,000 pounds of Cut Loaf Sugar, in barrels, full head lined.
5,000 pounds of Carolina Rice, in oak barrels, full head lined.
20,000 pounds of Green Rio Coffee, in oak barrels, full head lined.
5,000 pounds of Green Java Coffee, in mats, packed in gunnies, containing 3 mats each.
5,000 gallons of pure Cider Vinegar, in barrels, iron hooped.
20,000 pounds of family Soap, 2-pound bars, 80-pound boxes, net, strapped.
5,000 pounds of "Ada." Candles, 6's, full weights, 40-pound boxes, net, strapped.
1,000 pounds of Pure Ground Black Pepper, ¼-pound packages, in 25-pound boxes, strapped.
1,000 pounds of Breakfast Bacon, in 100-pound boxes, strapped.
1,000 pounds of Smoked Tongues, in 100-pound boxes, strapped.
1,000 pounds of Smoked Beef, in 100-pound boxes, strapped.
5,000 pounds of Sugar-cured Hams, packed in tierces.
1,000 gallons of Syrup, in ½ and whole barrels.
1,000 gallons of Molasses, in ½ and whole barrels.
1,000 dozen of Toilet Soaps, assorted.
600 boxes of Table Salt, in boxes containing 60 boxes each.
25 pounds of Cayenne Pepper, ground, in ¼-pound packages, packed in boxes of 25 pounds.
25 pounds of Cinnamon, ground, in ¼-pound packages, packed in boxes of 25 pounds.
25 pounds of Ginger, ground, in ¼-pound packages, packed in boxes of 25 pounds.
25 pounds of Allspice, ground, in ¼-pound packages, packed in boxes of 25 pounds.
100 pounds of Mustard, ground, in ¼-pound cans, packed in boxes of 12 pounds.
200 pounds of Yeast Powders, in ¼-pound cans, packed in boxes of 12 pounds.
50 kits of Mess Mackerel, containing 20 pounds, net.
250 boxes of Dessicated Codfish, 1-pound boxes packed 24 in a case.
100 boxes of Smoked Herring.
1,000 half-boxes of Sardines, in original cases.
1,000 pounds of Dried Peaches, in barrels full head lined.
1,000 pounds of Dried Appels, in barrels full head lined.
100 pounds of Nutmegs.
100 quarter boxes of Raisins, strapped 10 in a package.
100 half boxes of Raisins, strapped 10 in a package.
100 whole boxes of Raisins, strapped 10 in a package.
1,000 pounds of Dried Prunes, in 25-pound boxes.
240 cans of Fresh Salmon, in 2-pound cans.
240 cans of Fresh Oysters, in 2-pound cans.
240 cans of Spiced Oysters, in 2-pound cans.
600 cans of Tomatoes, in 2-pound cans.
600 cans of Green Corn, in 2-pound cans.
240 cans of Lima Beans, in 2 pound cans.
240 cans of Green Peas, in 2-pound cans.
240 cans of Lobsters, in 2-pound cans.
600 cans of Fresh Peaches, in 2-pound cans.
240 cans of Preserved Peaches, in 2-pound cans.
240 cans of Preserved Pineapples, in 2-pound cans.
240 cans of Preserved Damsons, in 2-pound cans.
240 cans of Fresh Pineapples, in 2-pound cans.
240 cans of Cranberry Sauce, in 2-pound cans.
240 bottles of Worcestershire Sauce, packed 12 in a case, imported "pints."
240 cans of Currant Jelly, 2-pound cans.
240 cans of Raspberry Jam, 2-pound cans.
2,400 cans of Condensed Milk, 1-pound cans, "Eagle" brand.
400 bottles of Assorted Pickles, consisting of English Chow-chow and Gherkins, and Domestic Cucumbers and Onions.
20 gross of Vanilla Extracts, 2 and 4-ounce vials.
20 gross of Lemon Extracts, 2 and 4-ounce vials.
400 pounds of Corn Starch, in 1-pound packages, 40-pound boxes.
720 pounds of Laundry Starch, in 1-pound packages, 36-pound boxes.
108 pounds Tapioca, in 1-pound packages, 25-pound boxes.
300 pounds of Chocolate, in 1-pound packages, 25 pounds each.
300 pounds of Vermicelli, in 1-pound packages, 25-pound boxes.
300 pounds of Maccaroni, in 1-pound packages, 25-pound boxes.
300 pounds of Carbonate Soda, in 1-pound packages, 36 pounds each.
250 pounds of Cream Tartar, in 1-pound packages, 25 pounds each.
3,000 pounds of Lard, in 5-pound caddies, packed 12 in a case.
100 pounds of Laundry Indigo, packed 15 pounds in a case.

The manner of making bids, requirements of bidders, the same as previous advertisements from this office. These stores are required for immediate shipment, and in quantities more or less at the option of the Government.

By order of Major W. W. BURNS,
2 7 tm 4t Chief C.S. Department of East.

ENGINEER OFFICE, FIFTH LIGHTHOUSE DISTRICT,
BALTIMORE, Md., Feb. 7, 1871.

TO IRON MANUFACTURERS.

SEALED PROPOSALS, in duplicate, on forms furnished for the purpose by the Lighthouse Board, will be received at this office until 12 o'clock M. on WEDNESDAY, March 8, 1871, FOR BUILDING TWO SCREW-PILE LIGHTHOUSES, one at BENONIS POINT, Choptank river, Md., in about eleven-feet water, and the other at LOVE POINT, head of Kent Island, mouth of Chester river, Md., in ten-feet water, according to the plans and specifications for the same, which can be had, together with such other needful information, on application to this office.

The Lighthouses will be built on wooden piles, surmounted by cast-iron sleeves, in a manner similar to certain other lighthouses in this district.

Proposals may be made for either or both Lighthouses, but the bids must state the price for each single structure.

Each bid must be accompanied by a written guarantee in the sum of one thousand dollars from two responsible parties, that in case the bid is accepted the bidder will within ten days thereafter enter into a contract on the terms of his bid. The Government reserves the right to reject any or all bids.

Proposals will be endorsed "Proposals for Building Screw-pile Lighthouses at Benonis Point, Choptank river, Md., and Love Point, Kent Island, Chesapeake Bay, Md.," and addressed to the undersigned.

PETER C. HAINS,
Captain of Engineers,
2 9 26t Lighthouse Engineer, Fifth District.

OFFICE POST QUARTERMASTER,
FORT MONROE, Va., Feb. 13, 1871.

Will be sold at public auction, at Fort Monroe, Va., on the 15th day of March, 1871, at ten (10) o'clock A. M., about eleven thousand two hundred and fifty (11,250) yards "T" RAILROAD IRON (worn), together with a number of FROGS and CHAIRS.

Property to be removed at expense of purchaser, within a reasonable time.

A deposit of ten (10) per cent. will be required upon acceptance of bid. Terms cash.

By order of the Secretary of War.

JAMES CURRY,
2 14tuthstm15t Lieutenant and A. A. Q. M.

SALE OF PUBLIC BUILDINGS AT AUCTION.

CHIEF QUARTERMASTER'S OFFICE,
SAN ANTONIO, TEXAS, Dec. 6, 1870.

Will be sold at public auction, at Galveston, Texas, on WEDNESDAY, March 1, 1871, commencing at 10 o'clock A. M., EIGHTEEN FRAME BUILDINGS, the dimensions of which can be ascertained on application to Lieutenant W. O. Cory, Acting Assistant Quartermaster.

Terms cash, in United States currency.

2 10 t mar 1] JAMES A. EKIN,
Chief Quartermaster Department Texas.

CHIEF QUARTERMASTER'S OFFICE.
OMAHA, Nebraska, Feb. 1, 1871.

There will be sold at public auction, at Fort McPherson, Nebraska, on MONDAY, March 6, 1871, a lot of condemned Quartermaster's Stores, Grain, and Clothing; and at North Platte, Nebraska, on TUESDAY, March 7, 1871, 37 condemned cavalry horses.

Terms:—Cash in Government funds.

ALEX. J. PERRY,
Chief Quartermaster Dept. Platte,
2 10 tM 6 Brevet Brigadier-General, U. S. A.

PROPOSALS.

UNITED STATES MAILS.
PENNSYLVANIA.

POST OFFICE DEPARTMENT,
WASHINGTON, Sept. 30, 1870.

PROPOSALS for conveying the Mails of the United States from July 1, 1871, to June 30, 1872, on the following routes in the State of Pennsylvania, will be received at the contract Office of the Department until 3 P. M. of March 1, 1871, to be decided by March 30 following:—

2365 From Butler, by North Oakland, Barnhart's Mills, Baldwin, and Bruin, to Lawrenceburg, 22 miles and back, three times a week.
Leave Butler Monday, Wednesday, and Friday, at 7·30 A. M.;
Arrive at Lawrenceburg by 4 P. M.;
Leave Lawrenceburg Tuesday, Thursday, and Saturday, at 7·30 A. M.;
Arrive at Butler by 4 P. M.

2610 From Liberty Corners, by Storr's Mills, to New Era, 11 miles and back, once a week.
Leave Liberty Corners Saturday at 8 A. M.;
Arrive at New Era by 12 M.;
Leave New Era Saturday at 1 P. M.;
Arrive at Liberty Corners by 5 P. M.

2634 From Bedford to Downingsville (Imlertown P. O.), 6 miles and back, twice a week.
Leave Bedford Tuesday and Friday at 3 P. M.;
Arrive at Imlertown by 5 P. M.;
Leave Imlertown Tuesday and Friday at 8 A. M.;
Arrive at Bedford by 10 A. M.

2635 From West Bingham, by Bingham Centre and Bingham, to Spring Mills (N. Y.), 7 miles and back, twice a week.
Leave West Bingham Tuesday and Saturday at 3 P. M.;
Arrive at Spring Mills by 5 P. M.;
Leave Spring Mills Tuesday and Saturday at 12 M.;
Arrive at West Bingham by 2 P. M.

2636 From Pottstown to Cedarville (no office), 2 miles and back, three times a week by a schedule satisfactory to the postmaster at Cedarville.

2637 From Oxford, by Mount Vernon, Colerain, Kirkwood, Forestdale, and Bartville, to Christiana, 18 miles and back, three times a week.
Leave Oxford Tuesday, Thursday, and Saturday at 1 P. M.;
Arrive at Christiana by 6 P. M.;
Leave Christiana Tuesday, Thursday, and Saturday at 7 A. M.;
Arrive at Oxford by 12 M.
This route is supposed to be covered by existing service, and, if so, will not be let.

2638 From Horton's, by Rochester's Mills (no office), to Brady, 12 miles and back, once a week.
Leave Horton's Saturday at 8 A. M.;
Arrive at Brady by 11 A. M.;
Leave Brady Saturday at 1 P. M.;
Arrive at Horton's by 4 P. M.
Proposals for more frequent service invited.

2639 From Osceola Mills, by Houtzdale and Madera, to Smith's Mills, 15 miles and back, twice a week.
Leave Osceola Mills Tuesday and Saturday at 7 A. M.;
Arrive at Smith's Mills by 12 M.;
Leave Smith's Mills Tuesday and Saturday at 1 P. M.;
Arrive at Osceola Mills by 6 P. M.

2640 From Hanlin Station, by Eldersville (no office) and Independence, to Bethany (W. Va.), 16 miles and back, once a week.
Leave Hanlin Station Saturday at 8 A. M.;
Arrive at Bethany by 12 M.;
Leave Bethany Saturday at 1 P. M.
Arrive at Hanlin Station by 5 P. M.
Proposals for more frequent service invited.

2641 From Troy Centre (no office) to Tryonville, 6 miles and back, once a week.
Leave Troy Centre Saturday at 10 A. M.;
Arrive at Tryonville by 12 M.;
Leave Tryonville Saturday at 1 P. M.;
Arrive at Troy Centre by 3 P. M.
Proposals invited for service twice a week, on Wednesday and Saturday.

2642 From Flicksville (no office) to Penargil (no office).
Bidders will state distance and proposed schedule of arrivals and departure.

2643 From Coopersburg, by Lanark, Limeport, Stinesburg, and Zion Hill (no office), to Coopersburg, 18 miles, three times a week, equal to 9 miles and back, three times a week.
Leave Coopersburg Tuesday, Thursday, and Saturday at 12 M.
Arrive at Coopersburg by 6 P. M.

2644 From Dixon, by East Lemon (no office), to Pierceville, 6 miles and back, three times a week.
Leave Dixon Tuesday, Thursday, and Saturday at 7 A. M.
Arrive at Pierceville by 9 A. M.
Leave Pierceville Tuesday, Thursday, and Saturday at 10 A. M.
Arrive at Dixon by 12 M.

2645 From Milroy to Siglerville (no office), 3 miles and back, three times a week, by a schedule satisfactory to the postmaster at Siglerville.

2646 From Sandy Lake, by North Sandy and French Creek, to Utica, 11 miles and back, twice a week.
Leave Sandy Lake Tuesday and Saturday at 3 P. M.
Arrive at Utica by 6 P. M.;
Leave Utica Tuesday and Saturday at 7 A. M.;
Arrive at Sandy Lake by 10 A. M.
Proposals for an additional weekly trip on Thursday invited.

2647 From Millerstown, by Coffman's (no office), Uhl's Store (no office), Barnes' Hotel (no office), and Miller's Store (no office), to McKee's Half Falls, 18 miles and back, once a week.
Leave Millerstown Saturday at 6 A. M.;
Arrive at McKee's Half Falls by 12 M.;
Leave McKee's Half Falls Saturday at 1 A. M.;
Arrive at Millerstown by 7 P. M.

2648 From Edge Hill Station (no office), by Fitzwatertown, Jarrettown, and Three Tons, to Prospectville, 8 miles and back, six times a week, by a schedule making close connections at Edge Hill Station with regular mail trains.

2649 From Newport, by Acker's Store (no office) and Montgomery's Ferry, to Liverpool, 15 miles—only that part of the route from Newport to Montgomery's Ferry will be let, 10 miles and back, once a week.
Leave Newport Saturday at 3 P. M.;
Arrive at Montgomery's Ferry by 6 P. M.;
Leave Montgomery's Ferry Saturday at 7·30 A. M.;
Arrive at Newport by 10·30 A. M.

2650 From Tobyhanna Mills to South Sterling, 8 miles and back, once a week.
Leave Tobyhanna Mills Saturday at 1 P. M.;
Arrive at South Sterling by 4 P. M.;
Leave South Sterling Saturday at 7 A. M.;
Arrive at Tobyhanna Mills by 10 A. M.

2651 From North East, by Greenfield, to Wattsburg, 16 miles and back, once a week.
Leave North East Saturday at 2 P. M.;
Arrive at Wattsburg by 6 P. M.;
Leave Wattsburg Saturday at 6 A. M.;
Arrive at North East by 10 A. M.
Proposals for an additional trip on Tuesday invited.

2652 From Herrickville, by James Mittens (no office), and William Nesbits (no office), to Rummerfield Creek, 5 miles and back, three times a week, in close connection with railroad mail trains, by a schedule satisfactory to the postmasters.

2653 From Wyalusing, by Lime Hill, Ballebay (no office), and Camp School-house, to Herrick, 10 miles and back, three times a week.
Leave Wyalusing Tuesday, Thursday, and Saturday, at 11·30 A. M.—or after arrival of mail train;
Arrive at Herrick by 2·30 P. M.;
Leave Herrick Tuesday, Thursday, and Saturday, at 7 A. M.;
Arrive at Wyalusing by 10 A. M.

2654 From Russell Hill to Keiserville (no office), 2½ miles and back, once a week, by a schedule satisfactory to the postmaster.

2655 From Phœnixville, by Pickering and West Pikeland, to Chester Springs, 7 miles and back, three times a week.
Leave Phœnixville Tuesday, Thursday, and Saturday at 12 M.;
Arrive at Chester Springs by 2 P. M.;
Leave Chester Springs Tuesday, Thursday, and Saturday at 6·30 A. M.;
Arrive at Phœnixville by 8·30 A. M.

2656 From Cochransville to Londonderry, 2½ miles and back, three times a week, by a schedule satisfactory to the Postmaster at Londonderry.

2657 From Lanark to Allentown, 4 miles and back, three times a week, by a schedule satisfactory to the Postmaster at Lanark.

2658 From Trunkeyville to Fagundus Forest (no office), 1 mile and back, three times a week, by a schedule satisfactory to the Postmaster.

2659 From Carrolltown, by Nicktown and Kimmell's, to Pine Flats, 13 miles and back, once a week.
Leave Carrolltown Saturday at 8 A. M.;
Arrive at Pine Flats by 12 M.;
Leave Pine Flats Saturday at 1 P. M.;
Arrive at Carrolltown by 5 P. M.

2066 From Central office, in Philadelphia, to the following named sub-offices, from October 1, 1871, to June 30, 1872, viz.: Somerton, Byberry, Holmesburg, Olney, Tacony, Bustleton, Fox Chase, Milestown, Oxford Church, Torresdale, Verree's Mill, and Wheat Sheaf, twice daily, except Sunday, in each direction, or oftener if required, by a schedule satisfactory to the postmaster at Philadelphia, and the whole service and means of transportation to be under his direction.
Rate per annum to be stated in bids.

2661 From Liberty, by Brittonwood (no office) and Steam Valley (no office), to Trout Run, 15 miles and back, once a week.
Leave Liberty Saturday at 7 A. M.;
Arrive at Trout Run by 12 M.;
Leave Trout Run Saturday at 1 P. M.;
Arrive at Trout Run by 6 P. M.
Proposals invited for more frequent service.

NOTES.

Proposals must be to carry the mail with "celerity, certainty, and security," using the terms of the law, and they must be guaranteed by two responsible persons, certified to as such by a postmaster or judge of a court of record.

No pay will be made for trips not performed, and for each of such omissions not satisfactorily explained three times the pay of the trip may be deducted. For arrivals so far behind time as to break connection with depending mails, and not sufficiently excused, one-fourth the compensation for the trip is subject to forfeiture. Fines will be imposed, unless the delinquency be satisfactorily explained, for neglecting to take the mail from or into a post-office; for suffering it to be injured, destroyed, robbed, or lost; and for refusing, after demand, to convey the mail as frequently as the contractor runs, or is concerned in running, vehicles on the route. The Postmaster-General may annul the contract for disobeying the post-office laws or the instructions of the Department. He may alter the schedule of departures and arrivals, and also order an increase of service by allowing therefor a *pro rata* increase on the contract pay. He may also curtail or discontinue the service in whole or in part, at a proportionate decrease of pay, allowing as full indemnity to the contractor one month's extra compensation on the amount of service dispensed with, and a *pro rata* compensation for the service retained and continued. Bids should be addressed to the "Second Assistant Postmaster-General," superscribed "Proposals, State of Pennsylvania," and sent by *mail*.

For forms of proposals, etc., and other information, see advertisement of October 31, 1867, and of this date, in pamphlet form, at the principal post offices.

JOHN A. J. CRESWELL,
1 9 eod tM1 Postmaster-General.

TO CONTRACTORS AND BUILDERS.—Sealed Proposals, endorsed "Proposals for Building an extension to a Public School-house in the Tenth Ward," will be received by the undersigned, at the Office, S. E. corner of SIXTH and ADELPHI Streets, until THURSDAY, February 23, 1871, at 12 o'clock M., for building an extension to a Public School-house, situate on Race street, below Fifteenth, in the Tenth ward, said extension to be built in accordance with the plans of L. H. Esler, Superintendent of School Buildings, to be seen at the office of the Board of Public Education.

No bids will be received unless accompanied by a certificate from the City Solicitor that the provisions of an ordinance approved May 25, 1860, have been complied with.

The contract will be awarded only to known master builders.

By order of the Committee on Property.

H. W. HALLIWELL,
2 13,16,20,23 Secretary.

QUARTERMASTER'S OFFICE, U. S. A.,
PHILADELPHIA, Pa., Feb. 17, 1871.

Sealed Proposals, in triplicate, will be received at this office until 12 o'clock M. on FRIDAY, March 17, 1871, for building a Brick or Stone Wall around the Richmond, Va., and Wilmington, N. C. National Cemeteries.

Forms for proposals, and specifications, furnished upon application to this office.

HENRY C. HODGES,
2 17 6t Major and Quartermaster, U. S. A.

REAL ESTATE AT AUCTION.

BLACK HAWK GOLD MINING COMPANY OF NEW YORK.

AUCTION SALE BY TRUSTEES.

Notice is hereby given that we, the undersigned, BENJAMIN WHITE and BERIAH WALL, of the City of Providence, in the State of Rhode Island, under and in execution of the powers in us vested by the deed of trust executed to us by said Black Hawk Gold Mining Company, bearing date on the twenty-eighth day of May, A. D. 1866, and duly recorded, will sell at PUBLIC AUCTION at the Exchange Salesroom, No. 111 Broadway, New York, on the eleventh day of May, 1871, at 12 o'clock noon, all the estate, lands, quartz lode mining claims, mines, minerals, mining rights and interests, lands and premises, shafts, levels, mills and mill-sites, stores, storehouses, dwellings, and other buildings and structures, water, water-powers, runs and falls of water, water-courses, and water-rights and privileges, water-wheels, flumes, ditches, furnaces, engines, steam-powers, tracts, machinery, retorts, tools and fixtures, and all other estate and property, real, personal, or mixed, of said Black Hawk Gold Mining Company, situate in the County of Gilpin, in the Territory of Colorado, and conveyed to us in and by the deed of trust aforesaid, and all the interest and title of said Company therein.

Reference is hereby made, as a part of this notice, and for a full description of said estate and property, to said deed of trust, which may be examined at the office of W. H. Whittingham, No. 11 Wall street, New York City.

Terms of sale will be made known at the time and place of sale. [2 15 taw t5 10

BENJAMIN WHITE, } Trustees.
BERIAH WALL, }

REAL ESTATE—THOMAS & SONS' SALE—Two-story Brick Dwelling, No. 2221 Carpenter street, west of Twenty-second street. On TUESDAY, February 28, 1871, at 12 o'clock, noon, will be sold at public sale, at the Philadelphia Exchange, all that two-story brick dwelling and lot of ground, situate on the north side of Carpenter street, 190 feet west of Twenty-second street, No. 2221, containing in front on Carpenter street 15 feet, and extending in depth 75 feet to a 3 feet wide alley, with the privilege thereof. The house contains 6 rooms. Subject to a yearly ground rent of $63.

M. THOMAS & SONS, Auctioneers,
2 4 s3t Nos. 139 and 141 S. FOURTH Street.

CITY ORDINANCES.

RESOLUTION

Of Instruction to the City Controller to Countersign Certain Warrants.

Resolved, By the Select and Common Councils of the city of Philadelphia, That the City Controller of the city of Philadelphia be and he is hereby instructed to countersign the warrants for the payment of balance due as per contract price on contract with Henry Phillippi, for the construction of the new Station-house of the Fifth Police District, located on Fifteenth street, below Walnut, notwithstanding any provisions in said contract as to forfeitures or penalties for non-delivery of the premises to the city to the contrary.

HENRY HUHN,
President of Common Council.

Attest—
ROBERT BETHELL,
Assistant Clerk of Select Council.
SAMUEL W. CATTELL,
President of Select Council.

Approved this eighteenth day of February, Anno Domini one thousand eight hundred and seventy-one (A. D. 1871).

DANIEL M. FOX,
Mayor of Philadelphia.

RESOLUTION

Relating to the Location of Storage Reservoir, in Fairmount Park.

Resolved, By the Select and Common Councils of the city of Philadelphia, That the accompanying map, showing the location selected for the large storage reservoir in Fairmount Park, be submitted to the Commissioners of Fairmount Park, asking their favorable consideration of the same.

HENRY HUHN,
President of Common Council.

Attest—
BENJAMIN H. HAINES,
Clerk of Select Council.
SAMUEL W. CATTELL,
President of Select Council.

Approved this sixteenth day of February, Anno Domini one thousand eight hundred and seventy-one (A. D. 1871).

DANIEL M. FOX,
Mayor of Philadelphia.

OPTICIANS.

SPECTACLES.

MICROSCOPES, TELESCOPES, THERMOMETERS, MATHEMATICAL, SURVEYING, PHILOSOPHICAL AND DRAWING INSTRUMENTS

AT REDUCED PRICES.

JAMES W. QUEEN & CO.,

7 30 mwf14p] No. 924 CHESNUT Street, Philada.

JOHN FARNUM & CO., COMMISSION MERchants and Manufacturers of Conestoga Ticking, etc. [illegible] CHESNUT Street, Philadelphia. [illegible]

AMUSEMENTS.

MRS. JOHN DREW'S ARCH STREET THEATRE. Begins ¼ to 8 o'clock.
HOUSES CROWDED—STUART ROBSON.
THIS (Tuesday) EVENING, Feb. 21,
BLACK-EYED SUSAN.
Captain Coriolanus Crosstree...STUART ROBSON
WITH MANY SONGS, and
A KISS IN THE DARK.
WEDNESDAY, WASHINGTON'S BIRTHDAY,
STUART ROBSON IN THREE PIECES.
FRIDAY—BENEFIT OF STUART ROBSON.
MONDAY NEXT—LOTTA.

WALNUT STREET THEATRE.—THIS (Tuesday) EVENING, Feb. 21,
engagement of
MR. EDWIN ADAMS.
Watts Phillips' sensational drama of
THE DEAD HEART.
Robert Landry..................Mr. EDWIN ADAMS
WEDNESDAY, GRAND MATINEE,
WASHINGTON'S BIRTHDAY.
EDWIN ADAMS AS ROBERT LANDRY.
WEDNESDAY EVENING,
MR. EDWIN ADAMS AS
NARCISSE THE VAGRANT.

CHESNUT STREET THEATRE.
E. L. DAVENPORT......Lessee and Manager
THIS (Tuesday) EVENING, Feb. 21,
A NEW WAY TO PAY OLD DEBTS.
E. L. DAVENPORT as SIR GILES OVERREACH.
THURSDAY—BENEFIT OF C. R. THORNE.
SATURDAY—BLACK-EYED SUSAN MATINEE.
Admission, 25c., 50c., and $1. Tickets at Abel's.

ROTHERMEL'S PICTURE
OF THE
BATTLE OF GETTYSBURG
will be on exhibition at
No. 1003 CHESNUT Street
a short time longer, prior to its removal. 1 21stuth

AMERICAN MUSEUM AND MENAGERIE Northwest corner of NINTH and ARCH Streets.
Open daily from 9 A. M. to 10 P. M.
100,000 CURIOSITIES
From all parts of the World.
THIRTY CAGES OF WILD ANIMALS.
The Splendid Dramatic Company appearing in the Lecture Room every Evening at 8 o'clock, and Wednesday and Saturday afternoons at 2 o'clock.
Admission to all the Attractions, 25 cents. 12 12 tf

FOX'S NEW AMERICAN THEATRE, CHESNUT Street, above Tenth,
AMUSEMENTS OF ALL NATIONS.
EVERY EVENING
And SATURDAY MATINEE.
GREAT CONGRESS OF STARS.
Comprising the best artists in the country, who appear in Grand Ballets, Dutch Comedy, Local Sketches, Minstrelsy, Ethiopian Acts, Farce, Comic Vocalism, Pantomime, etc.

ASSEMBLY BUILDINGS.
THE WONDERFUL
TWO-HEADED GIRL COMBINATION
have been induced to stay ONE WEEK LONGER (ONLY), to give THE THOUSANDS who have been unable, or declined to visit the receptions in consequence of the crowd, an opportunity to attend.
Receptions from 2 to 5 and 7 to 10 P. M.
Admission, 35 cents; Children, 25 cents. 2 14 3t*

AMERICUS, THE WONDERFUL CHILD Violinist, will appear in the Star Concerts, at CONCERT HALL, commencing next MONDAY, February 27. Admission, 50 cents; Secured Seats, 75 cents. Sale commences Thursday next. 2 20tf

SAFE DEPOSIT COMPANIES.

SECURITY FROM LOSS BY BURGLARY ROBBERY, FIRE, OR ACCIDENT.

The Fidelity Insurance, Trust and Safe Deposit Company

OF PHILADELPHIA

IN THEIR

New Marble Fire-proof Building,

Nos. 329-331 CHESNUT Street.

Capital subscribed, $1,000,000; paid, $600,000.

COUPON BONDS, STOCKS, SECURITIES, FAMILY PLATE, COIN, DEEDS, and VALUABLES of every description received for safe-keeping, under guarantee, at very moderate rates.

The Company also rent SAFES INSIDE THEIR BURGLAR-PROOF VAULTS, at prices varying from $15 to $75 a year, according to size. An extra size for Corporations and Bankers. Rooms and desks adjoining vaults provided for Safe Renters.

DEPOSITS OF MONEY RECEIVED ON INTEREST at three per cent., payable by check, without notice, and at four per cent., payable by check, on ten days' notice.

TRAVELLERS' LETTERS OF CREDIT furnished available in all parts of Europe.

INCOME COLLECTED and remitted for one per cent.

The Company act as EXECUTORS, ADMINISTRATORS, and GUARDIANS, and RECEIVE and EXECUTE TRUSTS of every description, from the Courts, Corporations, and Individuals.

N. B. BROWNE, President.
C. H. CLARK, Vice-President.
ROBERT PATTERSON, Secretary and Treasurer.

DIRECTORS.

N. B. Browne,	Alexander Henry,
Clarence H. Clark,	Stephen A. Caldwell,
John Welsh,	George F. Tyler,
Charles Macalester,	Henry C. Gibson,
Edward W. Clark,	J. Gillingham Fell,
Henry Pratt McKean.	[5 18 fmw§

THE PHILADELPHIA TRUST, SAFE DEPOSIT AND INSURANCE COMPANY.

OFFICE AND BURGLAR-PROOF VAULTS IN THE PHILADELPHIA BANK BUILDING,
No. 421 CHESNUT STREET.
CAPITAL, $500,000.

FOR SAFE-KEEPING OF GOVERNMENT BONDS and other SECURITIES, FAMILY PLATE, JEWELRY, and other VALUABLES, under special guarantee, at the lowest rates.

The Company also offer for Rent, at rates varying from $15 to $75 per annum, the renter holding the key, SMALL SAFES IN THE BURGLAR-PROOF VAULTS, affording absolute SECURITY against FIRE, THEFT, BURGLARY, and ACCIDENT.

All fiduciary obligations, such as TRUSTS, GUARDIANSHIPS, EXECUTORSHIPS, etc., will be undertaken and faithfully discharged.

Circulars, giving full details, forwarded on application.

DIRECTORS.

Thomas Robins,	Benjamin B. Comegys,
Lewis R. Ashhurst,	Augustus Heaton,
J. Livingston Erringer,	F. Ratchford Starr,
R. P. McCullagh,	Daniel Haddock, Jr.,
Edwin M. Lewis,	Edward Y. Townsend,
James L. Claghorn,	John D. Taylor,

Hon. William A. Porter.

OFFICERS.

President—LEWIS R. ASHHURST.
Vice-President—J. LIVINGSTON ERRINGER.
Secretary and Treasurer—R. P. McCULLAGH.
Solicitor—RICHARD L. ASHHURST. 2 3fmw§

FIRE AND BURGLAR PROOF SAFE

MARVIN'S SAFES.

The Best Quality!

The Lowest Prices!

The Largest Assortment!

Fire-proof. Burglar-proof.

MARVIN'S CHROME IRON

SPHERICAL

Burglar Safe

Will resist all BURGLAR'S IMPLEMENTS for any length of time. Please send for catalogue.

MARVIN & CO.,

No. 721 CHESNUT Street,

(MASONIC HALL,) PHILADELPHIA.

265 Broadway, N. Y. 108 Bank st., Cleveland, Ohio.

A number of Second-hand Safes, of different makes and sizes, for sale VERY LOW.

Safes, Machinery, etc., moved and hoisted promptly and carefully, at reasonable rates. 10 7 fmwem

Evening Telegraph

TUESDAY, FEBRUARY 21, 1871.

THE NEWS OF THE ARRIVAL OF THE TENNESSEE.

No modern daily journal can be rendered acceptable to intelligent readers if it fails to furnish an abundant supply of fresh, accurate, and comprehensive news. In vain will editors comment, poets sing, wits pun, or critics criticize, if the public is not promptly supplied with the latest foreign and domestic intelligence. In view of this well known fact, we have at great expense, for months past, published, exclusively among the evening or afternoon journals, the news gathered from all parts of the world by the Associated Press.

The superiority of the intelligence furnished by this agency is not only made manifest by the fact that all the old, well-established, leading daily journals of the country support it, and obtain from it their telegraphic news, but by numerous practical demonstrations. To a long list of such demonstrations, which have been given heretofore, another was added yesterday. The absorbing topic was the safe arrival of the steamer Tennessee in a Dominican port. A variety of circumstances had combined to invest the fate of that vessel with profound and universal interest. National politics, the safety of some of the most important men in the nation, as well as that of some of our own citizens and of a gallant crew, hinged on her arrival; and such painful anxiety had been created that the *Press* of this morning, in commenting upon the reception of the news yesterday, says that "the streets, for the first time in many years, presented as happy a spectacle as they did when the welcome news of Lee's surrender was telegraphed over the wires, now nearly seven years ago." At an early hour yesterday morning a despatch was received announcing, in general terms, the safe arrival of the Tennessee, and this, so far as we know, was all the news of any consequence appertaining to its arrival that was furnished direct to any afternoon journal in Philadelphia, except THE EVENING TELEGRAPH, Although this brief announcement was very cheering, the public naturally thirsted for confirmatory details, for, in their absence, the first despatch was regarded as too vague a rumor to serve the needed purpose of making assurance doubly sure. Yet the Philadelphia reading public would have looked in vain for any such details if THE EVENING TELEGRAPH had not obtained them from the Associated Press. At an early hour we received and published in our second edition a very comprehensive despatch, giving full details of the arrival, reception, and movements of the United States Commissioners at Santo Domingo City, and this despatch supplied not only the gratifying intelligence to the citizens of Philadelphia in general, but also to our amiable afternoon contemporary, the *Evening Bulletin*, in particular; for, in its third edition it copied, *verbatim*, the despatch we had received, printing in display lines, as sub-heads, the phrases selected for such distinction in this office, so that the ear-marks of the conveyed despatch are plain to every newspaper reader. The *Bulletin* did not claim that this important despatch was received from the American Press Association, whose praises it has so often sung, nor from a special correspondent, but it was not generous enough to ascribe the despatch to its true source, or to acknowledge its own indebtedness to the Associated Press it has so often denounced. This plain statement of facts scarcely needs any comment to bring into strong light the superiority of the Associated Press news, the inferiority of the facilities possessed by the American Press Association, and the straits to which our afternoon contemporary is subjected in its attempts to keep up with the times. We do not object to the *Bulletin* copying our despatches, especially when they relate to topics of such great importance, for it is better that its readers should be posted through our aid than that they should remain ignorant of great national events. Nor do we even ask that the *Bulletin* should credit the despatches it transfers from our early editions to its late editions; but surely it is not too much to request that it should cease to denounce and underrate the news agency from which it gains its information, second-handed, at epochs when the deficiencies of the American Press Association become painfully manifest.

THE PAYMENT OF THE ALABAMA CLAIMS.

RUMORS from Washington intimate with more or less exactness that there is a strong disposition among certain members of Congress not to accede to any settlement of our difficulties with Great Britain which does not include a surrender to the United States of at least a large slice of the British territory upon this continent. Mr. Sumner especially is said to have become remarkably enthusiastic upon this point, and to be more than ever disposed to push his theory of sentimental damages to a practical conclusion. It is only a few weeks ago that Mr. Sumner, with considerable vehemence, declared that we already had more territory than we know what to do with, and that it was folly to attempt the acquisition of more. Circumstances, however, alter cases with Mr. Sumner, as they do with most men. Then he was endeavoring to defeat the annexation of San Domingo, which is a pet project with President Grant, who had refused to retain Mr. Sumner's protege Motley as Minister at the British court. Besides this San Domingo would be a Southern acquisition, and Mr. Sumner has never forgiven the South for slavery sufficiently for him to look with favor upon any project that might possibly add anything to Southern strength. If we except Vancouver's Island, however, and the territory in the immediate neighborhood of Puget Sound, which the Northern Pacific Railroad has greatly enhanced in value, San Domingo will in all probability be worth far more to us than any of the British possessions on this continent, except Canada. If the commission can settle the Alabama claims by ceding to us a large section of territory, especially that portion of Western British North America that will enable us to command the entire Pacific coast, we believe that the arrangement will be entirely satisfactory to the people of the United States, but it is certainly bad policy, at least for Senators, to declare that they will not agree to any settlement but this. In all our negotiations with Great Britain heretofore we have yielded far more than we ought, and there is scarcely a doubt that the fifty-four-forty-or-fight controversy would have been settled entirely in our favor if we had obstinately determined to carry our point. It will not do, however, to play a losing game this time, and any bargain that may be effected between the commissioners about to sit at Washington must insure us good measure, or it will not be accepted by the people. It is not worth our while in this affair to yield anything for the sake of maintaining friendly relations with Great Britain; and as Great Britain has been the aggressor, so must she expect to pay the penalty. It is neither proper nor diplomatic, however, for the United States or any of its representatives to declare that they will only agree to one form of settlement, and such expressions as are credited to Senator Sumner will be far more likely to prevent than to aid in the negotiation of a treaty that will bring a number of unpleasant controversies between the United States and Great Britain to an advantageous conclusion. While we have a right to exact heavy damages for the injuries we have suffered, and while it is not worth our while to make any settlement that will not be entirely to our advantage, it certainly is desirable that our difficulties with Great Britain should be definitely concluded; and as the appointment of the commission has given satisfaction on both sides of the Atlantic, it should be allowed to perform its duties without any unnecessary embarrassment.

NOTICES.

OAK HALL CLOTHING.
OAK HALL CLOTHING.
OAK HALL CLOTHING.
EVERYBODY LIKES IT.
EVERYBODY LIKES IT.
EVERYBODY LIKES IT.
BECAUSE IT IS STYLISH.
BECAUSE IT IS WELL-MADE.
BECAUSE IT IS DURABLE.
BECAUSE IT IS CHEAP.
GREAT BARGAINS NOW AT
WANAMAKER & BROWN'S
OAK HALL,
THE LARGEST CLOTHING HOUSE IN AMERICA,
S. E. COR. SIXTH AND MARKET STS.

WHY BE TROUBLED WITH COUGHS, COLDS, HOARSENESS, or indeed any Pulmonary or Bronchial Complaint, when a remedy so safe, thorough, and easily obtainable as Dr. Jayne's Expectorant can be had? Those who have contracted severe Colds may save their lungs from the dangerous irritation which frequently brings about Consumption, by promptly resorting to the Expectorant; and any one threatened with Throat disease will find this remedy equally effectual in affording relief from obstructing phlegm, and healing the inflamed parts. Sold everywhere.

MARRIED.

HAZARD—ALRICH.—On the 20th instant, by the Rev. William A. White, THOMAS H. HAZARD, of Richmond, Va., and ANNA, daughter of Henry S. Airich, Esq., of Roxborough, Philadelphia. No cards.

DIED.

BATCHELOR.—On Sunday, 19th instant, after a lingering illness, WILLIAM BATCHELOR, in the 34d year of his age.

The relatives and friends of the family are respectfully invited to attend the funeral, from the residence of his mother, No. 387 North Third street, on Thursday, 23d instant, at 2 o'clock. To proceed to Mechanics' Cemetery.

GARSED.—On the morning of the 21st instant, JOSHUA GARSED, in the 68th year of his age.

The funeral will take place from his late residence, Leverington avenue, Roxborough, on Friday, 24th instant, at 2½ o'clock. Interment at St. Timothy's Church, Roxborough.

JOHNSON.—On the 19th instant, ALVAH JOHNSON, in the 85th year of his age.

The relatives and friends of the family are respectfully invited to attend the funeral, from his late residence, No. 47 Prime street, on Wednesday afternoon, at 1 o'clock. Interment at Ebenezer M. E. Church Cemetery.

POWELL.—On the 17th instant, at Beverly, N. J., GEORGE S. POWELL, in the 63d year of his age.

The relatives and friends of the family are respectfully invited to attend the funeral, from the residence of his mother, No. 111 Wharton street, on Wednesday morning, February 22d, at 10 o'clock. Interment at Union Vault.

RITTENHOUSE.—On the 19th instant, ELLIE, youngest daughter of William and Catharine Rittenhouse, in the 6th year of her age.

The relatives and friends of the family are respectfully invited to attend her funeral, from her father's residence, No. 2215 Germantown avenue, above Susquehanna avenue. Funeral on Thursday afternoon, at 2 o'clock, without further notice. To proceed to the Glenwood Cemetery.

SCOTT.—At Sunbury, GEORGE WOODWARD, son of H. Greenough and E. Woodward Scott, aged 7 years. Interment at Wilkesbarre Wednesday, Feb. 22d.

SPECIAL NOTICES.

For additional Special Notices see Inside Pages.

W A N A M A K E R

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A Nos. 818 and 820 A

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E C H E S N U T S T R E E T. A

R E K A M A N A W

ACADEMY OF MUSIC.
GOUGH'S MASTER EFFORT, Feb. 24th.
Admission, 50 cents. Tickets at the Bookstore of J. C. Garrigues & Co., No. 608 ARCH Street. 1t*

THE PHILADELPHIA TRUST, SAFE DEPOSIT AND INSURANCE COMPANY.
At the Annual Election held on the 14th of February, 1871, pursuant to charter, the following-named gentlemen were duly elected Directors for the ensuing year:—
THOMAS ROBINS,
LEWIS R. ASHHURST,
J. LIVINGSTON ERRINGER,
R. P. McCULLAGH,
EDWIN M. LEWIS,
JAMES L. CLAGHORN,
BENJAMIN B. COMEGYS,
AUGUSTUS HEATON,
F. RATCHFORD STARR,
DANIEL HADDOCK, JR.,
EDWARD Y. TOWNSEND,
JOHN D. TAYLOR,
HON. WILLIAM A. PORTER.
And at a meeting of the Board, held February 20, the following gentlemen were elected officers of the company for the same period:—
President—LEWIS R. ASHHURST.
Vice-President—J. LIVINGSTON ERRINGER.
Secretary—R. P. McCULLAGH.
Treasurer—WILLIAM L. DU BOIS.
Solicitor—RICHARD L. ASHHURST. 2 21 tu th s3t

ACADEMY OF MUSIC
WEDNESDAY EVENING, Feb. 22,
O'DONOVAN ROSSA
will address the citizens of Philadelphia, in aid of the
IRISH CAUSE,
ON HIS
"PRISON LIFE IN ENGLAND."
TICKETS.....50 CENTS
RESERVED SEATS.....75 CENTS
To be obtained at CUMMISKEY'S Book Store, No. 1037 CHESNUT Street, and at the Academy, from 10 A. M. to 3 P. M. 2 18 4t

ACADEMY OF MUSIC.
THE STAR COURSE OF LECTURES.
JAMES E. MURDOCH,
On Thursday Evening, February 23,
An Actor's Views and Impressions of the Character of "Hamlet," illustrated by remarks and readings.
Miss EDGARTON, Feb. 27. CHAPIN, March 2. DOUGHERTY, March 13. BILLINGS, March 16. "FAT CONTRIBUTOR," March 20. KILPATRICK, March 23. CADY STANTON, March 27. GRAND CONCERT, March 30.
ADMISSION.....50 CENTS
RESERVED SEATS.....25 CENTS Extra
Tickets to any of the Single Lectures, and to the Concert, for sale at Gould & Fischer's Piano Rooms, No. 923 CHESNUT Street, and at the ACADEMY on the evenings of the Lectures.
Ticket Office open daily from 9 A. M. to 6 P. M.
Doors open at quarter-past 7; Lecture at 8 2 21 3t

AMERICAN ACADEMY OF MUSIC.
REV. HENRY WARD BEECHER
Will deliver his new and popular lecture,
HAPPINESS,
TUESDAY EVENING, Feb. 21, 1871,
Under the auspices of the YOUNG MEN'S CHRISTIAN ASSOCIATION.
Tickets, 50c.; Family Circle, 25c.; Reserved seats, 25c. extra. For sale at F. A. North & Co.'s, No. 1026 Chesnut street. 2 17 4t

AT THE REQUEST OF SARAH F. SMILEY, a Minister of the Religious Society of Friends from Baltimore, a meeting for Divine Worship will be held at Friends' Meeting-house, on TWELFTH Street, between Market and Chesnut streets, on THIRD DAY EVENING, the 21st instant, at 8 o'clock. A general invitation is given, including especially those descended from or somewhat connected with Friends. 2 20 2t*

INSTRUCTIVE, ELOQUENT, HUMOROUS! Rev. WM. R. CULLISS' Lecture on "APPEARANCES," On THURSDAY NIGHT next, in CONCERT HALL. Tickets 50 cents. At the Hall. 2 21 2t*

MAILS FOR EUROPE, PER STEAMER COLORADO, will close at this Office at 5 P. M., TUESDAY, 21st instant.
Also Steamer CALABRIA, at the same hour on WEDNESDAY, 22d instant.
1t HENRY H. BINGHAM, P. M.

LATEST STYLES IN GENTLEMEN'S Boots and Shoes.—A large assortment of our own make, of different measures, always on hand.
BARTLETT,
2 18 tf No. 33 S. SIXTH Street, above Chesnut.

WONDER OF WONDERS — PRINTING which can be copied with Letter Press, executed at HELFENSTEIN & LEWIS', FIFTH and CHESNUT Streets. 1t

ENGLISH AND SCOTCH ALES
AND
Brown Stout.
Just received, in store, fresh invoices of Guinness' Extra Brown Stout, Robert Younger's Sparkling Edinburg hAle, McEwan's English Ale, Bass & Co.'s East India Pale Ale, Alsopp's Pale Ale, all in fine order.
E. BRADFORD CLARKE,
(SUCCESSOR TO SIMON COLTON & CLARKE,)
S. W. Corner BROAD and WALNUT,
1 31 tuthstf4p PHILADELPHIA.

GLOVES.
100 DOZEN
Gents' Kid Gloves,
Of our own importation.
WHITE Opera or Party Colors, and Street Colors at $1 50 per pair.
100 dozen Ladies' Opera Kid Gloves, $1 00.
150 dozen Ladies' White Kid Gloves, $1 and $1 25.
Soiled Kid Gloves, 75 cents.
100 dozen Ladies' Full Regular-made Hose, double heels, at 25 cents.
119 dozen Gents' English Full Regular-made Half Hose, orange top, only 25 cents.
New Hamburg Edgings and Insertings.
Shirt Fronts of our own make.
Winter Gloves and Underwear closing out at about half-price
AT THE
GREAT KID GLOVE EMPORIUM
OF
A. & J. B. BARTHOLOMEW,
2 4 stuthtf No. 23 North EIGHTH Street.

TO RENT.
TO LET.—WELL ARRANGED AND DESIrably located for a Boarding and Day School, or for five months for a summer Boarding-house, or for two families, at the junction of the Lancaster turnpike and State road, leading from Phœnixville to West Chester, five miles from the latter place and four minutes' walk from the Steamboat Station on the Pennsylvania Railroad, and twenty-six miles from Philadelphia, a modern style of house, finished within the past year, containing twenty-four rooms of good size, two bath-rooms and two water-closets, with a never-failing supply of pure and soft spring water, large garden, ice-house, filled, a new stable, with hydrant at the door, stalls for four horses, and room for two carriages. Western Union Telegraph Office at the station. Glenloch P. O. on the opposite corner. Convenient to churches, schools, and stores. One-half of the house, stable, and garden can be had immediately; the other half on April 1 or June 1, as may be desired. The premises can be seen on application to Glenloch P. O., and plans with full information on application at No. 255 S. THIRD Street, Philadelphia. 1t

SEWING MACHINES.
THE
WHEELER & WILSON
SEWING MACHINE,
For Sale on Easy Terms.
NO. 914 CHESNUT STREET,
4 mwf PHILADELPHIA.

CLOTHING.
OFF! OFF! OFF WITH IT!
Off at any Price!
For very soon we must make room for our splendid Spring Stock!
Great Brown Hall.
While there is yet a chance for
Winter Bargains,
Come and get them!
Now is your opportunity!
CHEAP! CHEAPER! CHEAPEST!
AT
ROCKHILL & WILSON'S,
603 and 605 CHESNUT STREET.

HABILLEMENTS
No. 824 CHESTNUT ST.
CHARLES STOKES & Co.
UNDER THE CONTINENTAL HOTEL
PHILADELPHIA: PA.
HAVE
ALWAYS ON
HAND TO SUBMIT
FOR THE SELECTION OF THEIR
CUSTOMERS
A LARGE AND VARIED STOCK
OF THE MOST FASHIONABLE
AMERICAN AND
FOREIGN
FABRICS.

DRY GOODS.
1871.
BLACK SILKS
"AT THORNLEY'S,"
EIGHTH AND SPRING GARDEN STS.
Having got through with our annual stock-taking, we now open up a splendid stock of "BLACK SILKS" very much under regular prices, and of most EXCELLENT QUALITY.
Good Black Gros Grains for $1 50.
Rich Black Gros Grains for $1 75.
Very Rich Beautiful Silks for $2 00.
Heavy, Smooth, Soft Flossy Silk, $2 50.
Sublime Quality Rich Lyons Silks, $3 00.
Superb Black Silks, Queenly, $3 50.
Most Magnificent Black Silks for $4 50.
We know that the above goods cannot be excelled in the "UNITED STATES" for quality and cheapness.
We also offer a full line of colors in
Best Kid Gloves,
Every pair of which we warrant, and if through any mishap they rip or tear in putting on, we at once give another pair instead.
JOSEPH H. THORNLEY,
NORTHEAST CORNER OF
EIGHTH and SPRING GARDEN Sts.,
2 3 thstuf PHILADELPHIA.
Established in 1853.

727 CHESNUT STREET. 727
POPULAR PRICES
FOR
DRY GOODS,
STRICTLY ONE PRICE.
ALEXANDER RICKEY,
2 10 tuths No. 727 CHESNUT Street.

WATCHES, JEWELRY, ETC.
THE
NEW YORK WATCH COMPANY'S
WATCHES,
[(Factory, Springfield, Mass.
In presenting their Watches to the American public, we do so with the knowledge that in point of finish and time-keeping qualities they are superior for the price to any Watch made in this country.
For sale by
ALEX. R. HARPER,
Successor to John M. Harper,
No. 308 CHESNUT STREET,
SECOND STORY, [2 2 2mrp
Salesroom of the American Watch.

MARBLE WORKS.
H. S. TARR & SON'S
MANUFACTORY OF
Carved and Ornamental Marble Work,
GREEN Street, above Seventh,
1 30 3m PHILADELPHIA.

GAS FIXTURES.
CORNELIUS & SONS,
MANUFACTURERS
OF
GAS FIXTURES
Wholesale and Retail
Salesrooms,
No. 821 CHERRY Street
PHILADELPHIA.
We have no store or salesroom on Chesnut street.
1 16 2mdp CORNELIUS & SONS

PIANOS.
Steinway & Sons'
Grand Square and Upright Pianos.
Special attention is called to their new
Patent Upright Pianos,
With Double Iron Frame, Patent Resonator, Tubular Metal Frame Action, etc., which are matchless in Tone and Touch, and unrivalled in durability.
CHARLES BLASIUS,
WAREROOMS,
No. 1006 CHESNUT STREET,
2 13 tfrp PHILADELPHIA.

PIANOS AND ORGANS.
GEO. STECK & CO.'S,
BRADBURY'S,
HAINES' BROS',
PIANOS,
AND
MASON AND HAMLIN'S CABINET ORGANS.
GOULD & FISCHER,
No. 923 CHESNUT Street.
J. E. GOULD, No. 1018 ARCH Street.
WM. G. FISCHER. 1 17 tf4p

ALBRECHT,
RIEKES & SCHMIDT,
Manufacturers of Grand and Square Piano Fortes, recommend their stock of first-class instruments. Every instrument is warranted and prices moderate.
3 4? WAREROOM, No. 610 ARCH Street.

HOLIDAY GOODS.
HOLIDAY GOODS.
Spring Horses,
Rocking Horses,
Children's Carriages.
BOYS' SLEDS, WAGONS,
VELOCIPEDES, Etc. Etc.
H. J. SHILL,
Factory, No. 226 DOCK Street,
12 9 4p BELOW EXCHANGE.

FINANCIAL.
EXCHANGE
ON
PARIS.
Drexel, Harjes & Co. having remained in Paris during the siege, communication being reopened, we are prepared at once to draw on them in amounts to suit, either sight or sixty days, payable in gold.
DREXEL & CO.,
No. 34 SOUTH THIRD STREET,
2 15 6t PHILADELPHIA.

DREXEL & CO.,
No. 34 SOUTH THIRD STREET,
American and Foreign Bankers,
DRAWS EXCHANGE ON LONDON AND PRINCIPAL CITIES OF EUROPE.
DEALERS IN
Government and Railroad Securities,
Drexel, Winthrop & Co., No. 18 Wall Street, New York. | *Drexel, Harjes & Co.*, No. 3 Rue Scribe, Paris.

Edmund D. Randolph & Co.
FORMERLY *Smith, Randolph & Co.* PHILA'A & N.Y.
Bankers, 3 Nassau St. N. York
Dealers in U.S. Bonds, Members of Stock and Gold Exchanges, Issue Bills on London, Paris & Germany and Letters of Credit available throughout Europe.

FINANCIAL.
NEW 7 30 GOLD LOAN.
SAFE! PROFITABLE! PERMANENT!
We offer for Sale at Par, and Accrued Interest, the
FIRST MORTGAGE LAND GRANT GOLD BONDS
OF THE
NORTHERN PACIFIC RAILROAD CO.
These bonds are secured, *first*, by a First Mortgage on the Railroad itself, its rolling stock and all equipments; *second*, by a First Mortgage on its entire Land Grant, being more than Twenty-two Thousand Acres of Land to each mile of Road.
The Bonds are free from United States Tax; the Principal and Interest are payable in Gold—the Principal at the end of Thirty years, and the Interest semi-annually, at the rate of SEVEN AND THREE-TENTHS PER CENT. per annum.
They are issued in denominations of $100, $500, $1000, $5000, and $10,000.
The Trustees under the Mortgage are Messrs. Jay Cooke, of Philadelphia, and J. Edgar Thomson, President of the Pennsylvania Central Railroad Company.
These Northern Pacific 7-30 Bonds will at all times before maturity, be receivable at Ten per Cent. Premium (or 110) in exchange for the Company's lands at their lowest cash price.
In addition to their absolute safety, these Bonds yield an income larger, we believe, than any other first-class security. Persons holding United States 5-20s can, by converting them into Northern Pacifics increase their yearly income *one third*, and still have a perfectly reliable investment.
Persons wishing to exchange stocks or other bonds for these can do so with any of our Agents, who will allow the highest current price for ALL MARKETABLE SECURITIES.
JAY COOKE & CO.,
Fiscal Agents Northern Pacific Railroad Co.
For sale in Philadelphia by
D. C. WHARTON SMITH & CO., No. 121 South THIRD Street.
GLENDINNING, DAVIS & CO., No. 48 S. THIRD Street.
BOWEN & FOX, No. 13 MERCHANTS' EXCHANGE.
SEVENTH NATIONAL BANK, N. W. cor. FOURTH and MARKET.
T. A. BIDDLE & CO., No. 326 WALNUT Street.
WM. PAINTER & CO., No. 36 South THIRD Street.
BULL & NORTH, No. 121 South THIRD Street.
BARKER BROS & CO., No. 28 South THIRD Street.
EMORY, BENSON & CO., No. 6 South THIRD Street.
B. K. JAMISON & CO., N.W. corner THIRD and CHESNUT
P. S. PETERSON & CO., No. 39 South THIRD Street.
TOWNSEND WHELEN & CO., No. 309 WALNUT Street.
CHARLES B. KEEN, No. 325 WALNUT Street.
JNO. S. RUSHTON & CO., No. 50 South THIRD Street.
NARR & LADNER, No. 30 South THIRD Street.
M. SCHULTZ & CO., No. 44 South THIRD Street.
BIOREN & CO., No. 150 South THIRD Street.
JOHN K. WILDMAN, No. 26 South THIRD Street.
CHARLES T. YERKES, JR., & CO., No. 20 South THIRD Street.
WILLIAM T. ELBERT, No. 321 WALNUT Street.
J. H. TROTTER, No. 322 WALNUT Street.
S. M. PALMER & CO., No. 26 South THIRD Street.
D. M. ROBINSON & CO., No. 138 South THIRD Street.
SAMUEL WORK, No. 54 South THIRD Street.
GEORGE J. BOYD, No. 18 South THIRD Street.
H. H. WILTBANK, No. 305 WALNUT Street.
RALEY & WILSON, No. 41 South THIRD Street.
WALLACE & KEENE, No. 148 South THIRD Street.
STERLING & CO., No. 110 South THIRD Street.
WILLIAM C. MORGAN & CO., No. 23 South THIRD Street.
G. & W. Y. HEBERTON, No. 52 S. THIRD Street.
JAMES E. LEWARS & CO., No. 29 S. THIRD Street.
JACOB E. RIDGEWAY, No. 56 S. THIRD Street.
W. H. SHELMERDINE, No. 10 S. THIRD Street.
1 26 tuwthfs46t

FOR SALE,
Six Per Cent. Loan of the City of Williamsport, Pennsylvania,
Free of all Taxes,
At 85 and Accrued Interest.
These Bonds are made absolutely secure by act of Legislature compelling the city to levy sufficient tax to pay interest and principal.
P. S. PETERSON & CO.,
No. 39 S. THIRD STREET,
25 PHILADELPHIA.

DUNN BROTHERS,
BANKERS,
Nos. 51 and 53 S. THIRD St.,
Dealers in Mercantile Paper, Collateral Loans, Government Securities, and Gold.
Draw Bills of Exchange on the Union Bank of London, and issue travellers' letters of credit through Messrs. BOWLES BROS & CO., available in all the cities of Europe.
Make Collections on all points.
Execute orders for Bonds and Stocks at Board of Brokers.
Allow interest on Deposits, subject to check at sight. 1 2

JOHN S. RUSHTON & CO.,
BANKERS AND BROKERS.
GOLD AND COUPONS WANTED.
City Warrants
BOUGHT AND SOLD.
No. 50 South THIRD Street,
8 26 PHILADELPHIA.

NEW PUBLICATIONS.

MEN OF MARK.—THE PHRENOLOGICAL Journal for March contains Noah Webster, Rev. T. De Witt Talmage, the late General Prim, the new King of Spain, with portraits, characters and biographies. Also, Japan—Its Present Condition; Punishing Criminals; The Servant Question; Choice of Pursuits, or, What Can I Do Best? The Food Supply of Europe and America; Brain Waves—A New Theory. 30 cents, or $3 a year; six months on trial, $1 50. Address S. R. WELLS, No. 389 BROADWAY, New York, or JOHN L. CAPEN, No. 56 N. NINTH Street, Philadelphia. 2 20 2t*

PENNSYLVANIA RAILROAD COMPANY.

THE ANNUAL MEETING OF STOCKHOLDERS AT CONCERT HALL.

The Report of the Board of Managers, Showing the Operations of the Great Corporation for the Year 1870.

This morning at 10 o'clock the twenty-fourth annual meeting of the stockholders of the Pennsylvania Railroad Company was held in Concert Hall. The attendance was large, and the proceedings of the greatest interest.

Mr. John W. Derbyshire moved that the Mayor, Daniel M. Fox, take the chair. This was agreed to.

The Mayor then called the assemblage to order, and announced the first business in order as the reading of the annual report by the Secretary, Joseph Lesley.

OFFICE OF THE PENNSYLVANIA RAILROAD CO.,
PHILADELPHIA, Feb. 18, 1871.

To the Shareholders of the Pennsylvania Railroad Company:—

Your directors have the pleasure to submit to you a very satisfactory report of the results of the business of the company for the past year. During that period the operations of the company have been very extensive, and have been attended with gratifying success.

THE EARNINGS

Of your Main Line and Branches were:—

From Passengers	$8,595,371·20	
" Emigrant Passengers	162,671·92	
" Mails	146,743·45	
" Express Matter	310,785·78	
" General Freights	12,793,160·47	
" Miscellaneous Sources	522 974·00	
		$17,531,706·82
Amount brought forward		$2,631,706·82

EXPENSES.

For conducting Transportation	$3,562,084·69	
For Motive Power	3,240,606·69	
" Maintenance of Cars	1 188 945·17	
" Maintenance of Road	3,058,685·78	
" General Expenses	211,762 82	
		11,260,085·15
Leaving net earnings for 1870 of		$6,271,621·67

The total amount of revenues compared with last year is:—

1870	$17,531,706·82
1869	17,250,811·73
Increase	$280,895·09

The changes in the sources of revenue are shown below:—

Increase in first-class passengers	$95,300·14	
Increase in Emigrants	31,605·99	
" Mails	27,781·54	
" Express Matter	8,131 24	
" Miscellaneous sources	257,572·59	
		$420,391·50
Decrease in freights		139,496·41
Increase as above stated		$280,895·09

The only item of income that shows a decrease is from freights, and this has occurred under an increased tonnage of 401,060 tons, and is mainly accounted for by the reduction of freight charges—without any legitimate object—during the past summer and autumn, by the New York lines, to a point much below the cost of transportation.

The gross revenues for 1870 are equal to $48,971·25 per mile for the main line of railroad.

The whole number of passengers carried in 1869 was 4,229,363, and in 1870, 4,352,769, an increase of 123,406, or nearly 3 per cent. The average distance travelled by each passenger was 34 65-100 miles, being 43-100 of a mile greater than in 1869.

The number of tons of freight moved (including 376,650 tons of fuel and other materials transported for the company) was 5,804,051, embracing 2,550,389 tons of coal. It was last year 5,402,991 tons.

The average charge per net ton per mile upon freights, during the year, was 1 549-1000 cents, against 1 718-1600 cents last year, and 1 9-10 the year previous; and per passenger, 2 49-100 cents per mile, against 2 51-100 cents last year, or an average decrease in freight charges of 9 8-10 per cent., and in passenger charges of 8-10 of one per cent. per mile.

The *actual* cost of operating your railroad, including branch lines, in 1870, was 59 15-100 per cent. of its receipts.

The earnings of the Philadelphia and Erie Railroad in 1870 were:—

From passengers	$406,438·21	
" freights	2,459,154·52	
" express matter	33,111·95	
" mails	25,000·00	
" miscellaneous sources	20,339·93	
Total (nearly $11,000 per mile of road)		$3,144,044·71
Amount brought forward		$3,144,044·71

The operating expenses during the same period were:—

For Conducting Transportation	$712,179·28
For Motive Power	736,926·66
For Maintenance of Cars	260,710·23
For Maintenance of Way	867,912·25
	2,577,728·42
Showing a balance of credit of P. & E. R. R.	$566,316·29

The number of tons moved over this railroad during the year was 1,614,287 against 1,302,041 tons in 1869. The average charge made per ton per mile on freights was 1 290-1000 cents, which is within 304-1000 cents of the actual cost of its transportation. The road passes through a sparsely populated region and meets the direct competition of the Erie Railway. the rates upon which have not for many years been adjusted with a view to dividends to its shareholders.

The revenues of the lines operated by this company and the amounts paid for their working expenses, interest, and dividends are as follows:—

From the Pennsylvania Railroad and branches	$17,531,706·82
From the Pittsburg, Port Wayne, and Chicago Railway	8,118,595·60
From the Erie and Pittsburg Railway (ten months)	870,859·23
From the Philadelphia and Erie Railroad	3,144,044·71
	$29,665,206·36
Amount brought forward	$29,665,206·36

And the expenses of operating these lines were:—

Pennsylvania Railroad	$11,260,085·15	
Pittsburg, Fort Wayne, and Chicago Railway, including rent, etc	7,052,011·95	
Erie and Pittsburg Railway, including rent, etc., (10 months)	642,232·76	
Philadelphia and Erie Railroad (including $566,316·29 net earnings paid to that company)	3,144,044 71	
The loss upon advances to the Columbus, Chicago, and Indiana Central Railway Company, to meet its floating debt, etc., and on the operations of the lease of the lines of said company for 1870, amount, under an agreement and settlement with the lessee, to	1,166,892·94	
	$23,265,317·51	
Leaving the net profits of the year 1870 upon all the operations of the Company	$5,399,888·85	
From which deduct dividends declared in May and November (each 5 per cent.) with the taxes paid thereon	3,455,357·50	
Balance to debt of interest account and the amount allowed discount on sale of Bonds	1,799,161·33	
Due for the lease of the Harrisburg and Lancaster Railroad	134,321·89	
Annual payment to the State of Pennsylvania on account of interest and principal due upon the purchase of her works between Pittsburg and Philadelphia	460,000·00	
	$5,849,340·77	
Leaving a balance of credit to profit and loss of	$550,548·08	

It will be noticed that this balance is the result of the business of the year, without bringing forward a similar surplus in 1869 amounting to $463,533, and after charging to expense account the additional cost of substituting *iron* bridges on the main line of your road for those originally constructed of wood; the change of steel for iron rails; the cost of the straightening of the old Philadelphia and Columbia Railway purchased of the State, and the extension of the shops at Altoona; neither of which items of expenditures will add to the productive capacity of your railroad, but they may prevent serious interruptions to your traffic, and in time materially reduce the cost of operating the line.

The operations of the Pittsburg, Fort Wayne and Chicago Railways continue to show the favorable results confidently anticipated at the time the lease of the road was made. The earnings during the year 1870 were	$8,118,595·60	
And the operating expenses	4,371,987·53	
Balance	$3,746,608·07	
The annual rent, with interest on the bonds of the company, expenses of maintaining the organization, annual contribution to the sinking fund, etc., etc, amounted to	2,630,024·42	
Showing the surplus of the lease to be	$1,056,583·65	
The earnings of the Erie and Pittsburg Railroad from March 1 to December 31, 1870—ten months—(operated under the General Manager of the Pittsburg, Fort Wayne and Chicago Railway), were	$870,859·23	
And expenses for the same period were	383,425·76	
Balance	$487,433·47	
The interest on the bonds of the company, expenses of maintaining organization, etc., etc., during this period, amounted to	258,875·00	
Showing a profit of	228,576·47	
Giving a profit on the Leases of these two roads of	$1,295,160·12	

The net revenues of the Pennsylvania Railroad Company from investments in other lines, it is confidently expected, will, after 1871, yield an amount fully sufficient to meet the interest upon the whole mortgage indebtedness of the company—a source of income which may be expected to continue and annually increase.

It is not the intention of the directors that the mortgage indebtedness of the company shall be increased beyond the thirty-five millions of dollars already authorized, as they consider that the other assets of the company, after exhausting this issue, will be ample to meet any enlargement of their works that may be required to comply with the public demand for transportation facilities.

The value of the existing Sinking Fund instituted for the payment of the second mortgage bonds will not only be sufficient to cancel the bonds issued under it when due, but a balance will be left which, if judiciously administered, will also pay off at maturity not only the first mortgage bonds, but also those of the general mortgage; while the lien of the State upon the Philadelphia and Columbia Railway is being paid off by the annual reductions of its principal, in accordance with the act of Legislature, to an extent which will extinguish it before its maturity.

From this summary the shareholders will notice that the interest upon the mortgage debt of the company, after 1871, may be provided from the interest upon instalments outside of your railroad, and that this debt may be all cancelled at maturity by the existing sinking fund, leaving the net earnings of your railroad, which the past year amounted to $6,271,621·67 (after meeting the annual payment of $460,000 to the State), for the stockholders.

The Treasurer's statement, annexed to this report, will exhibit the condition of the finances of the company at the close of the year. The discount allowed upon the large amount of general mortgage bonds sold in this country and Europe, to take up the company's debentures and meet its other obligations, has been met, as heretofore, by the net revenues of the company for 1870, instead of charging this item, as is usual with other companies, to the cost of the investment.

To meet the demands upon the treasury during 1871, to complete the works in progress that are deemed essential to protect the existing interests of the company, and pay the debentures amounting to $1,109,224 falling due in July, the board propose to give to each shareholder the privilege of subscribing for one share of stock for every six that may be standing in his name upon the books of the company on the 30th of April, at par. Under the terms of the general mortgage there can be issued only one million one hundred and ninety-two thousand dollars of these bonds in addition to those already sold, until the debentures due in July are cancelled, and further payments are made upon the State debt and prior mortgages upon its line, when an additional issue equal to such reduction and payments may be made. The net revenues of the company in 1870 were in excess of the amount required to meet dividends of 10 per cent. upon the proposed increase of capital, and there is no reason to expect less favorable results in the future. To enable the company to provide for this distribution of stock, the directors accepted the provisions of the General Act of the Assembly of Pennsylvania, approved December 29, 1869, authorizing the increase of the capital of all railway companies 50 per cent.

The directors, in their last annual report, referred to the motives which induced them to depart from their original policy in extending their direct control of railways west of Pittsburg. As this change has been the subject of much public comment, the board will be pardoned if they again briefly refer to it.

In consequence of the failure of the mixed system of canals and railroads of the Commonwealth of Pennsylvania, and their connecting lines beyond Pittsburg, to attract a reasonable share of the traffic between the East and West, or successfully compete with the avenues built by New York, all the lines of railway that were first built in the West to reach the Atlantic market were directed towards Buffalo as the then best and cheapest route to the East, leaving to this company, if it entered the list of competitors for this distant traffic, to endeavor without delay to secure in its interest railway connections with the commercial centres of the West as feeders to your main line. Sensible of the prejudice against large corporations since the failure of the United States Bank, the policy of this company was first directed to the procuring of these connections by securing the organization of the independent railway companies, and their construction by such pecuniary assistance as was required to effect this necessary object under contracts for the mutual interchange of business. This course it was confidently expected would meet the objects desired without involving this company in the direct management of distant enterprises.

It however soon became evident, after securing such feeders, that their success in diverting the traffic of the West from the channels it had become accustomed to follow stimulated the older rival interests to endeavor to overcome it by obtaining the control of such feeders with a view to embarrass our business and augment their own. The efforts proved nearly successful, and were only prevented by promptly meeting the exigency by securing the absolute control of these lines for this company. The board think that they would have been derelict in their duty if they had yielded to timid counsels and permitted this opportunity to secure their object to pass unimproved. This control was effected by the lease for nine hundred and ninety-nine years of the Columbus, Chicago and Indiana Central Railway, and of the Little Miami Railroad, through the Pittsburg, Cincinnati and St. Louis Railway Company, which your company controls by the ownership of a large majority of its shares; and the direct lease of the Pittsburg, Fort Wayne and Chicago, and the Erie and Pittsburg Railways. Under the lease of the Pittsburg, Fort Wayne, and Chicago Railway this company became possessed also of one-half the shares of the Indianapolis and St. Louis Railroad Company (between Indianapolis and Terre Haute), which had a lease of the old line between Terre Haute, Alton, and St. Louis. The Pennsylvania Railroad Company had previously acquired a majority of the shares of the new line between Terre Haute and St. Louis via Vandalia, thus completing our connections with St. Louis.

Under the amended lease of the Columbus, Chicago, and Indiana Central Railway this company felt morally bound to assume its obligations to the Indianapolis and Vincennes Railroad Company, of which it is now nearly the sole shareholder. This enterprise is at present unprofitable, but will ere long prove a productive work, and when extended to Cairo, the grading of which is in a great measure finished, it will become a line of national importance.

It is not proposed nor is it desirable to manage these lines in a manner to divert traffic from its natural markets or channels, but solely with a view to secure to this company its fair share of the business of the West, which it was found impossible otherwise to obtain.

The result of the operations of all these lines for 1870 shows a small profit, which under judicious management must annually increase. Their net profits for 1871 it is confidently expected will be very satisfactory.

With a view to give greater simplicity and efficiency to the management of this large Western interest, and as far as practicable return to our former policy, a charter was obtained from the Commonwealth of Pennsylvania incorporating the "Pennsylvania Company," to which all the interests abovementioned of the Pennsylvania Railroad Company will be transferred on the first of March next, and $8,000,000 of the preferred capital stock of the Pennsylvania Company received therefor, which amount covers fully all of our expenditures in this connection. The whole capital of the Pennsylvania Company will consist of $8,000,000 of preferred and not exceeding $4,000,000 of common stock. All the profits of the corporation *during* 1871 after meeting the obligations of the lines leased are to be used by the managers in perfecting and equipping the railroads transferred to it. After 1871 the preferred shares of this company will yield at least 6 per cent. on their par value.

In addition to the interests of the company in the West to be transferred to the Pennsylvania Company, it still holds twenty-two thousand shares (a large majority) of the stock of the Cleveland, Mt. Vernon, and Delaware Railroad Company—whose line is partly finished and the remainder in progress under the judicious supervision of its President, Judge Hurd, of Mt. Vernon, Ohio. This interest was received with the lease of the Pittsburg, Fort Wayne, and Chicago Railway, and promises to become a profitable investment; also one million and forty-nine thousand dollars of the bonds of the Newport and Cincinnati Railroad bridge, now being erected to connect the Little Miami Railway with the Kentucky system of railroads; four millions four hundred and forty-six thousand dollars of the General Mortgage Bonds of the Pittsburg, Cincinnati, and St. Louis Railway Company; one million seven hundred and sixty-six thousand dollars of the Second Mortgage Bonds of the Terre Haute, Vandalia, and St. Louis Railway Company; and eight hundred and seven thousand dollars of the First Mortgage bonds of the Cincinnati and Muskingum Valley Railroad Company—the line of which is built from Zanesville to Morrow, 132 miles, and is being extended from Zanesville 16 miles to Dresden, on the Pittsburg, Cincinnati, and St. Louis Railway. The interest upon all these bonds (amounting to $8,068,000) will be duly met from the revenues of these works.

This company also holds a majority of the shares of the stock of the Chartiers Railway Company, whose line between Pittsburg and Washington is now approaching completion, and must soon become a profitable investment.

The liabilities of the Pennsylvania Railroad Company in the West, as guarantors, arise wholly under the leases that it has made or guaranteed, and extend to four millions of dollars of the first mortgage bonds of the Grand Rapids and Indiana Railroad Company—as required by the terms of the lease of the Pittsburg, Fort Wayne and Chicago Railway. The Grand Rapids and Indiana Railroad Company, besides its railway, holds lands pledged for the payment of these bonds valued at at least eight millions of dollars, and they cannot, therefore, reasonably become a charge upon this company, even if the railway should prove unproductive—an expectation which is not justified by the revenues of that portion of the line already built; to the bonds of the Indianapolis and Vincennes Railroad Company, amounting to three millions one hundred and fifty thousand dollars upon 114 miles of road, which will doubtless earn, after 1872, ample revenues to meet its interest and provide for the principal when due; to the interest upon thirty-six millions seven hundred and twenty-four thousand and fifty-two dollars of the bonds of the Pittsburg, Fort Wayne, and Chicago Railway Company and the Erie and Pittsburg Railroad Company; and to fifteen million eight hundred and twenty-one thousand dollars of the bonds of the Columbus, Chicago, and Indiana Central Railway Company. These works, as a whole, *now* yield net revenues *more* than sufficient to meet the interest upon all of the obligations mentioned, while the operation of the sinking fund of the Pittsburg, Fort Wayne, and Chicago Railway Company, the terms of which have been faithfully complied with and the semi-annual amount due charged to running expenses, will pay off the whole of its mortgage indebtedness, amounting to $13,563,000, before the bonds are due.

From this general review of the interests of the company in the West, it will be perceived that, while securing to the company and this city uninterrupted communication with the trade centres of that region on and east of the Mississippi river, the board has at the same time also invested the means required to secure that object, so that they will yield satisfactory direct returns to this company.

The difficulties encountered by this company in securing harmonious railway connections with the West have also been met, in its efforts to open communications with the capital of the Union with which the Northern Central Railway, and your road have formed the most direct route of travel to and from the North and Northwest.

The Northern Central Railway Company fell for a time under the control of the presidents of the Baltimore and Ohio and the Philadelphia and Reading Railroad Companies, who represented interests adverse to those of this company, rendering the object we desired of no easy accomplishment. During the monetary panic in Baltimore, however, immediately after the election of President Lincoln, the interest of the first-named party and many other shareholders in the Northern Central Company was thrown upon the market and immediately taken up by this company. The remaining shares required to make a majority of the stock of the company were purchased in London. This arrangement secured to this company a satisfactory connection with Baltimore; but to reach Washington the Baltimore and Ohio Railroad had still to be used. Every effort to obtain reasonable terms connecting our route with the national capital failed. Neither the sale of through tickets, the right to check through passenger baggage or to run through trains would be yielded, while the rates demanded upon freight passing over this line were quite prohibitory. These disadvantages were submitted to until the Baltimore and Ohio Railroad Company determined to extend a branch of their line to Pittsburg, when further forbearance, it seemed, would be construed into weakness, and steps were at once taken under the auspices of the Northern Central Railway Company to build an independent line from Baltimore to the Potomac, at Washington. This road is now nearly ready for the rails, and will be immediately extended by a tunnel under Baltimore to the Northern Central Company's Depot, and thus open to the capital of the Union direct and uninterrupted communition with the North, Northwest and Northeast.

The products of the anthracite coal fields and the white pine lumber regions of Pennsylvania consumed in Washington and vicinity, that have heretofore been excluded from the Northern Central Railway by the exactions referred to, will, when this road is completed, furnish a large and increasing traffic to that line. To make this enterprise complete arrangements have been made to extend the road across the Potomac, through Alexandria, to a junction with the Richmond, Fredericksburg, and Potomac Railroad northeast of Fredericksburg, thus forming a direct and continuous line of railway between all important points in the Southern Atlantic States with those of the North and East.

On reaching the Richmond, Fredericksburg and Potomac Railway, however, we unexpectedly met the restrictive policy which has heretofore governed most of the seaboard railroads south of New York, a policy which belongs to the past and which we trust will soon be abandoned as inconsistent with the interests of the public and permanent interests of the shareholders of that company, and traffic be permitted to reach its destination and market whenever it will leave margin of profit to the transporter.

The privilege secured to the shareholders of the Harrisburg and Lancaster Railroad Company, under the lease of their railroad to this company, to convert their shares at par into the shares of the Pennsylvania Railroad Company, terminated on the twenty-ninth day of December last, leaving 7056 shares, equal to $352,800 of the capital stock of that company, still in the hands of individuals, upon which semi-annual dividends of three and a half per cent. have been guaranteed by this company.

The gradual alignment of the old Philadelphia and Columbia Railway is still in progress, and will be continued until the whole line is brought to the standard of modern railroads. That portion of the line between this city and Steamboat Station in Chester county, where the most numerous and abrupt curvatures were laid, will be rebuilt and ready for use by the autumn of 1872. Grading upon this and other portions of the main line at points best suited for the purpose has been commenced for a third track to avoid the vexatious detentions that now occur in passing trains in the same direction, travelling at different rates of speed.

There has not been much progress made by the Allegheny Valley Railroad Company towards the extension of its railroad (known as the "Low Grade Railway") to the Philadelphia and Erie Railroad at Driftwood, except its relocation under the direction of John A. Wilson, Esq., Chief Engineer. His survey demonstrates the entire practicability of continuing a maximum gradient of eighteen feet per mile on straight lines from Columbia, Lancaster county, to near the summit of the Allegheny Mountains, and thence reaching the tunnel under the mountain by a short exceptional gradient of only thirty-six feet per mile, in favor of the heavy grade. The descent from the mountain to the Allegheny river is accomplished with a maximum gradient of sixteen feet per mile. We here have a line crossing the rugged Allegheny Mountains at an extreme elevation of only 1440 feet above tide water, with lower gradients than are found necessary in passing the plains of the Mississippi Valley. Upon such a line, when completed, freights in large quantities may be moved at one cent per net ton per mile with a sufficient margin of profit to the transporter. This rate must draw to the line all the traffic south of the lakes which now seeks the New York Canal.

The main object in the organization of the Pennsylvania Railroad Company was to promote traffic between this city and the West. This object has been kept steadily in view, and is not inconsistent with the best interest of the shareholders. It was confidently expected on the completion of your railway that the enterprise and capital of the citizens of Philadelphia would have been at once enlisted in marketing the products brought to their doors, and the means furnished to distribute them to points of consumption. But it soon became evident that this could not be depended upon, and that our cars must pass to New York to meet purchasers of their contents or the business of the company would become dwarfed to that of a second-class railroad—a fate which the interests of the shareholders would not permit.

To remedy this difficulty, this company, at an early period, offered to join the citizens or corporate authorities in establishing lines of steamers between this port and Liverpool, but without eliciting any favorable response until the present time, when the required stock subscription to such a line has been made. The success of the project now depends upon the purchase of one and a half millions of the bonds of the steamship company guaranteed by this company. The board has agreed to take a majority of the stock of this company not exceeding $400,000, and make this guarantee, and now submit their action for your approval. In the success of this enterprise the board has the fullest confidence, and it may be stated that the delay that has occurred in the organization of the line is not without its compensating advantages, as it will enable the company to profit by the very *great improvements* that have been made within the last ten years in the construction of steamers and their machinery, which have rendered almost obsolete steamships built previous to that date.

Even with the aid of this line of steamships, the tonnage capacity of your railway will be far in advance of the ability of this city to market, and the surplus must continue, as heretofore, to seek New York and other cities. In the adjustment of rates of freights from and to the West, the differences due to the shorter distance to Philadelphia have always been maintained. This discrimination, however, depends altogether upon the action of your board for the time being; but arrangements may be made by the corporate authorities of Philadelphia by which these differences will be permanently adhered to.

Your directors have had under consideration for some months the propriety of leasing the railways and canals of the joint companies between Philadelphia and New York, but have not as yet come to a satisfactory conclusion in relation to this very important question. The principal object desired by this company is to secure ample facilities for the accommodation of the large traffic that we can send to Jersey City, and its prompt delivery at that point. These joint companies have been unable or unwilling to give us the facilities desired, and our business is consequently restricted in its development, and the terminal expenses unnecessarily increased. The effect of such a lease will not be detrimental to the interest of this city, as it is intended to maintain the discrimination in rates of traffic that has always existed in her favor, while its influence upon the prosperity of your company must be material if the lease is obtained upon satisfactory terms. The rate at present demanded is greater than the joint companies have derived from the net profits of their lines for some years.

Your Directors take much pleasure in acknowledging their indebtedness to the General Superintendent of the Pennsylvania Railroad, A. J. Cassatt, Esq., and his assistants, for the freedom from serious accidents on the road during the year, and for the very satisfactory reductions that have been made in the cost of operating the line, notwithstanding the increase of its tonnage. They also mention with commendation the success of the General Superintendent, W. A. Baldwin, Esq., of the Philadelphia and Erie Railroad, in the management of his line under the extremely low rates that it has been compelled to accept during the year. To the General Manager of our leased lines beyond Pittsburg, J. N. McCullough, Esq., we are especially indebted, for the very satisfactory profits that have been realized from the railways committed to his charge, under the low rates upon through freights that have prevailed during a larger portion of the last season.

Respectfully submitted.
By order of the board,
J. EDGAR THOMSON, President.

The Business of the Meeting.

The Secretary read, in addition to the report of the managers, the Treasurer's statement, which enters into the details of the investments of the funds of the company, the receipts and expenses.

Mr. Isaac Hazlehurst offered the following resolutions:—

Resolved, That the report of the Board of Directors for the year 1870 be and it is hereby accepted by the stockholders, and that it be published in pamphlet form.

Resolved, That the act entitled "An act to authorize corporations to increase their bonded obligations and capital stock," approved the 29th day of December, A. D. 1869, be and it is hereby accepted by the stockholders of this company, and that the acceptance of the said act by the Board of Directors, and their action thereunder, be and the same is hereby ratified and confirmed.

Resolved, That the action of the Board of Directors, in agreeing to subscribe for $400,000 of the capital stock of the American Steamship Company of Philadelphia when organized, and in agreeing to endorse the bonds of said company to the extent of $1,500,000, in pursuance of authority conferred by law, be and the same is hereby ratified and confirmed.

Mr. John Hulme said that the stockholders had just heard read a mass of figures which no one could understand or comprehend upon the simple hearing. He attended the last meeting when the report was read, and which was accepted by a simple resolution. Not one person arose to put an inquiry; not one asked a question as to whether it was correct or not. Now he thought that the stockholders had been engaged in a mutual admiration society long enough. He thought the time had now come when the stockholders had a right to investigate the actions of their agents, the officers. He therefore offered the following resolution:—

Resolved, That the report of the President and Directors of the Pennsylvania Railroad Company for the year 1870, just read, be referred back to the said President and Board of Directors first to make out a clean and comprehensive balance sheet of the liabilities of the company and of its assets; stating also all its guarantees, all of its purchases, all the cost and receipts of roads controlled by the Pennsylvania Railroad Company, all of the bonds, mortgages, etc., held against the company and those held in its favor, with a detailed statement of the salaries paid to the officers of the company, etc. etc.

Mr. Hulme then went on to say that the stockholders should not be content to listen to a lumped statement of a mass of important figures hastily read—

A Member—Speak louder, Mr. Hulme!

Mr. Hulme—I speak louder than the Secretary did when he read the report. The stockholders should have the opportunity of becoming familiar with the operations of the minor roads under the control of the Pennsylvania Railroad Company. He then went into quite a detailed statement, showing in seven years a prodigious increase of capital stock, a great increase in its expenses, and a falling off in its receipts. He regarded the plan of farming out the privileges of the road to palace-car companies, and other outside organizations, as an outrage. (Applause.) If these outside organizations, which he characterized as the parasites of railroad companies, increased, they would soon control the organizations of which at first they only asked privileges. He cautioned the stockholders that they should no longer remain in ignorance of the policy and operations of the President and Board of Directors of the Pennsylvania Central. They should not have implicit confidence in their agents, lest this company, like others run similarly, would find itself on the verge of bankruptcy. He did not now own any stock of the road, having sold out from "lack of confidence."

Mr. Hulme contended, as he had stated in one of his resolutions, that the report should be put in pamphlet form and distributed among the stockholders at least two weeks before the adjourned meeting to be held in June next.

Mr. Theodore Cuyler arose and declared that he could not remain silent after having heard the remarks of the gentleman (Mr. Hulme) who had just taken his seat. We heard him state that he was not a stockholder. Then why is he here? Does he come here as a citizen of the city of Philadelphia, that has subscribed five millions to the stock of this road? I tell him that she has been paid back amply. Does he come here as an owner of property? I tell him that this road has quadrupled that property in value and has more than doubled the number of our citizens. Twenty-four years ago this road was built between this city and Pittsburg, 250 miles in length; but since that time its influence has secured more than 3600 miles of road tributary to the city of Philadelphia. (Applause.) And these stockholders are to-day favored with the knowledge that they have no debt upon their shoulders. And in view of this fact Mr. Hulme had the impertinence to stand up here and say the "poor stockholders" should know who they were growing poorer! May Heaven shower upon my head such poverty as this. The resolutions of Mr. Hulme are simply resolutions of censure.

In closing Mr. Cuyler moved to lay the resolutions of Mr. Hulme on the table.

Mr. J. W. Derbyshire Mr. Chairman, as the gentleman has no stock in this company, he is not privileged to offer the resolution.

Mayor Fox—As the gentleman (Mr. Hulme) stated, he had stock in a concern controlled by this company, I deem, he has a right here.

Mr. Hulme—I am no orator, and therefore am unable to cope with my learned friend in buncombe. But he asks, "Why am I here?" My right here is stronger than his own, for whereas I own stock, he is only a paid attorney by this road, and therefore I might well say he has no right to mingle in this affair or discussion. I have been for 10 years a director of this road. Then he impugns my figures, but I say that the figures of the report are false. I do not come to such a respectable meeting as this with my eyes blinded. Then he says that I am crazy on fast express trains, in my belief that they are the parasites of the company. But I reassert this.

Mr. John M. Kennedy said:—The matter of express trains I do not propose to discuss, but I want to be understood as affirming my deliberate conviction that the occasion which induced the company originally to resort to them has continued and does exist to the present time, and that its results have been highly profitable to the interests of the public and to the company also; and I am not yet prepared to admit that the time has yet arrived when this company may advantageously abandon that policy, though that the time is coming when it will be necessary so to do I can readily perceive. If, as Mr. Hulme desired, a minutely detailed statement of the affairs of the company was prepared, he himself could not understand it. Do you think, gentlemen, that it would be policy to allow the general public—or say the Baltimore and Ohio Railroad—to get an insight to the workings of this road? (Responses of "No!" "No!")

Mr. Hulme—What are you afraid of?

The Mayor then put the motion to lay the resolutions offeredby Mr. Hulme on the table, and this was almost unanimously agreed to.

Mr. Joseph Jones offered this resolution:—

Resolved, That the transfer of the securities of the Pittsburg, Cincinnati and St. Louis Railway, held by this company, to the Pennsylvania Railroad Bureau be deferred until the stockholders of the Pittsburg, Cincinnati and St. Louis Railway Company have had an opportunity to express their sentiments in relation to the said transfer.

Mr. Cliff, of New York, a stockholder, asked information on these points. He heard rumors that this road was the owner *de facto* of the Union Pacific Railroad. That it controlled the stock. That there was a combination to absorb all the lines which this company now controls west of Pittsburg. And, further, that the Pennsylvania Railroad Company was to lease the Camden and Amboy Railroad Company.

Thomas A. Scott, Vice-President of the company, arose to reply to these inquiries. First, he said, the Pennsylvania Railroad has no interest in the Union Pacific Railroad. Second, that the extensions of the Pennsylvania Railroad Company now are limited to Chicago, St. Louis, Louisville, Cincinnati, and, as leading from these centres, others forming connection with New Orleans, and lines to the Pacific coast. Is there any other inquiry?

Mr. Cliff—Yes; regarding the Camden and Amboy Company.

Mr. Scott—Oh! that is such a small matter that I overlooked it. Well, there are pending negotiations for the lease of that road which we think will be highly beneficial to this company.

Mr. Hazlehurst's resolutions were then adopted without a dissenting voice.

Mr. Jones' resolution, on motion of A. J. Derbyshire, was referred to the Board of Directors.

A resolution of thanks to the Mayor for the able manner in which he fulfilled the post of chairman was passed.

The meeting then adjourned.

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THE REAKIRT FORGERIES.

From the N. Y. Times.

In the romance of *Monte Christo* a striking picture is given of a man acquiring colossal wealth, and for a long series of years devoting himself, with its aid, to the ruin of those who had poisoned his youth. It more frequently happens in real life that man's ambition is directed to the restoration of family position once enjoyed, and, through ill-fortune, lost. The case of Reakirt, the Philadelphia forger, is an illustration of this. He resolved to amass an enormous estate, and what Edmond Dantes gained, through the Abbe Faria, Reakirt determined to acquire by adroit forgeries. His intention was, probably, to lay his foundations only by this means. Like many others, he believed that once possessed of a sufficient basis he could rear his temple of wealth to the skies. His object was not altogether ignoble, however disgraceful might have been the steps taken to compass it. His grandfather established the business still conducted under the family name. It filled in its way a high and honorable position. Paper signed by the house ranked with the best, and it was supposed to wield great capital. Time wore on, and the grandfather died. After that the business did not flourish. By a kind of fatality, often seen but seldom explained, the concern went down in the world just as in former years it had gone up.

The young man now accused of forgery was reared in the house, and in due course became a partner. He distinguished himself by close attention to business. His life was remarkable for decorum, economy, and abstemiousness. He studiously avoided bad associates, and was never known to visit haunts of vice, or even to frequent places of innocent pleasure. It appears certain, however, that for years he had contemplated villainy on a grand scale. The narrowing business of the house bore heavily on his mind. He resolved to restore its old position, and to this end he took the steps that have led him to ruin. About three months ago he prepared a note drawn by a well-known firm, and payable to his own order. This he offered at a bank where he was in the habit of dealing, and where it was readily discounted. By this stroke the sum of $5000 was placed in his hands. With this money he invested in a speculative purchase of Rock Island stock. With fatal celerity he doubled his money, and with uncommon sagacity he deposited it in the bank already victimized. In this way he got other forged notes discounted, thus increasing his resources and enabling him to embark in fresh speculations. He bought and sold various stocks, usually at a profit, extending his operations to Reading, Lake Shore, and Michigan Southern. Pursuing his original plan, he forged other notes, got them discounted at various banks, and, on realizing by his speculation, deposited the proceeds in the same bank. At last he went too far. He resolved to carry into effect a scheme involving a round million of dollars. An amount of seven thousand or so was needed to eke out the needful margins. For this another note was forged in the usual way. By some accident the date was made 1870 instead of 1871. This led to close examination and to discovery.

The criminal, however, escaped, and has not yet been apprehended. From the extraordinary skill shown by him in his nefarious operations, it may be doubted whether he will ever be taken. No fewer than thirteen banks in Philadelphia are said to have been swindled by him. Several of the persons whose signatures were forged, were literally amazed by the accuracy of the imitation, and one gentleman, in spite of the proof afforded by books, could hardly bring himself to deny a signature it was certain he never could have made. Reakirt at the moment of detection was possessed of large sums, and, but for this slip, it is said, his ambitious hopes might have been entirely realized. The case is a sad and instructive one. Had the culprit put forth the same skill and energy of purpose in the honest pursuit of his vocation, the ball would certainly in no long time have been at his feet. As it is, his hopes are blighted forever, and his miserable career furnishes another memorable example of the foolishness of striving to accomplish good ends by wicked means.

"THE KEYSTONE STATE."

From the N. Y. World.

It seems that a controversy has sprung up in regard to the origin of this designation as applied to the State of Pennsylvania. In May last a gentleman in Pennsylvania, Mr. S. Haydon, published a communication in the Athens *Gleaner*, in which he assigned the origin of this phrase to the facts that at the close of the last century, while the public buildings were in progress in Washington, a part of the stone material that was not needed or was rejected was used to build a bridge over "Rock Creek," between Washington and Georgetown; that this bridge had an arch composed of thirteen stones, on the face of each of which the architect caused the name of initial of one of the thirteen States of the Union to be carved; that as he commenced in the usual order in which the States were always recited, according to their geographical positions, the name of Pennsylvania happened to be placed on the keystone, or middle stone, of the arch. Hence sprung a popular habit in that locality of speaking of Pennsylvania as "the Keystone State." This bridge, in the lapse of time, gave way to another, and the stones bearing the names or initials of the States disappeared. But the popular use of this phrase continued and spread all over the country. This account of its origin may well be received as correct, since it had the sanction of the late Colonel Peter Force, of Washington, who remembered the bridge, and who was a perfectly accurate and trustworthy antiquarian. It was he who gave this origin of the popular phrase to Mr. Hayden.

But this account did not suit the dignity of Pennsylvania. The Philadelphia *Telegraph* attacked it as absurd, and the rural papers of Pennsylvania echoed and indorsed the theory of the *Telegraph*, which is the following. The existence of the bridge, the arch with its thirteen stones, the names of the thirteen States engraved on them—one on each—Pennsylvania being on the keystone, are not denied. But it is claimed that the architect gave this place of honor to Pennsylvania to commemorate "an historical incident of great importance." This incident, important enough if true, was the "casting vote" given by the State of Pennsylvania, in the Congress of 1776, in favor of American independence! Considering the fact that the delegation of Pennsylvania were with difficulty got to vote for independence at all, this claim by some of their descendants that she by her "casting vote" decided the question, is—modest. Unhappily for this theory, there was no casting vote about the matter. There was no tie at any time, either when Richard Henry Lee's resolution was passed in committee of the whole, or when it was afterwards passed in the Congress. Although the journals do not record the votes, Mr. Jefferson, who could not be in error about a matter in which he bore so great a part, and who wrote his autobiography in 1821, when he was no older than seventy-seven, has left a circumstantial account of the proceedings relating to independence, which explodes this modern Pennsylvania claim of a casting vote into utter nonentity.

Lee's famous resolution, "that these united colonies are and of right ought to be free and independent States," etc., was introduced in Congress on the 7th of June, '76. But its consideration was postponed until the 1st of July, to give time to prepare some of the doubting colonies for so great a step. A committee, however, was appointed to prepare a Declaration of Independence. This document was reported by Mr. Jefferson on the 28th of June, and was then laid upon the table. Lee's resolution was taken up on the 1st of July in committee of the whole. It was debated through the whole day in secret session, John Adams making for it that remarkable speech which Mr. Webster, from the scanty material of a letter written the next day by Mr. Adams to his wife, imitated with so much power of thought and expression that the suppositious speech passed for a long time as a report of the genuine oration. The vote was taken at the close of the day, and Mr. Jefferson says that the resolution received the votes of nine States, namely: New Hampshire, Connecticut, Massachusetts, Rhode Island, New Jersey, Maryland, Virginia, North Carolina, and Georgia. South Carolina and Pennsylvania voted against it. Two only of the Delaware delegation were present, and as they were divided the vote of the State could not be cast. The delegation of New York had not then been authorized by her convention to vote upon the question either way. When the Committee of the Whole rose and reported the resolution to the House, Edward Rutledge, of South Carolina, moved a postponement to the next day (the 2d), in order to induce his colleagues to vote for it. On the 2d it was passed in Congress by the votes of twelve States, made up to that number by the additional votes of South Carolina, Pennsylvania, and Delaware. Mr. Jefferson's account of these last two votes is that a third member from Delaware had come post expressly to vote for the resolution, and thus the vote of that State was cast for it; and he adds that "members of a different sentiment attending that morning from Pennsylvania her vote was changed, so that the whole twelve colonies who were authorized to vote at all gave their voices for it; and within a few days (July 9) the convention of New York approved of it, and thus supplied the void occasioned by the withdrawing of her delegates from the vote." It is thus apparent that whether the vote of Pennsylvania was changed by a single member of her delegation, or, as Mr. Jefferson intimates, by more than one, there never was a moment in the whole proceeding when the resolution needed the casting vote of that or any other State. If there is any important historical incident to be symbolized in the completion of an arch through the addition of a keystone, it would seem that the accession of New York to the measure is that incident. But we lay no claim to this position for New York, because we are satisfied that the phrase "the Keystone State" had its origin in the accidental formation of that bridge over "Rock Creek," and that the position of Pennsylvania as the keystone was equally the fortuitous position of the State in the order of enumeration common at that time, with six States on one side of it and six on the other.

THE OPPOSITION TO THE JOINT COMMISSION.

From the N. Y. Times.

The question whether the Joint Commission, which has been appointed to inquire into all differences between the United States and England, will be allowed to receive ordinary fair play, is becoming more and more doubtful. We stated some days ago that a well-known Senator had already avowed his intention of offering every obstruction he could to each step in the proceedings, and this has not been denied—indeed, it cannot be denied, because it is a fact. The opponents of President Grant are excessively anxious that he should not have the credit of bringing the long-pending Alabama claims to a settlement. A Washington letter, which appeared in one of our city contemporaries last Friday, may be taken as the expression of the views of the distinguished Senator before alluded to. The writer said:—"It is the opinion of prominent people here that no satisfactory solution of the questions can be made unless Great Britain consents to withdraw her flag forever from the American continent. Distinguished public men are privately pledged to this as the true American policy." These distinguished public men know perfectly well that England cannot abandon Canada without the consent of Canada, and that the "conditions" upon which they have privately agreed would put out of the question any negotiations with England until the two countries have had a war. If their view is the correct one, it would be a pity to allow the commission to waste its time in holding a single meeting.

The President seems to be disinclined to have the opinions of these extremists forced upon him. We have certain claims against England, and they ought to be settled; but now, under pretense of discussing them, it is proposed to drag in another question with which our present differences have nothing on earth to do. This course will seem to verify the predictions of the party in England which opposes the joint commission on the ground that the "Americans want war, and not peace." But it cannot, in our opinion, meet with the concurrence of the American people. If we profess to be ready to settle the Alabama claims and other questions on an honorable basis, what sense can there be in presenting a new demand to the British Government, and one which we know beforehand cannot be complied with? The truth is that the "Irish element," of which the Washington letter above referred to speaks, earnestly desires to see a war between the two countries. But do the American people? If so, as was said in this journal four years ago, and has been repeated many times since, it is of course possible to persevere in a course of policy which may produce war. If what we want is nothing more than just redress for the wrongs we have sustained, and some guarantee that these wrongs will not be inflicted again, we are now in a fair way to be satisfied. But, says the Washington correspondent, echoing another voice, we must beware "of what an influential individual [there need be no doubt as to the identity of this 'individual'] calls 'the polished perfidy of British aristocracy.'" The individual in question used not to have this morbid horror of the "British aristocracy." There was a time when he seemed rather to court than fear it. But, at any rate, it is absurd to talk as if the whole country could not supply sense enough to take care of its own interests. The commission is to meet at Washington, and the commissioners on our side may be trusted to do justice to the case with which they have to deal. The opposition thus far displayed is of the most paltry, not to say the most disgraceful, character. We are all to tremble in our shoes because a few Englishmen are coming over here to confer with commissioners appointed by our own Government upon international differences. "Beware of them," cries a Senator, "they are sure to be too smart for us." We think rather better of Judge Nelson and his colleagues. It is, however, important that people should understand that a very bitter feeling is entertained toward the commission by anti-administration Republicans. The commission has not yet met, and consequently fault cannot be found with anything it has done. But it seems to be thought a proper game to discredit it beforehand, and to impugn the motives of each government in agreeing to it. It is for the nation to decide whether the commission shall have a fair chance or not. If not, why let it meet at all? If yes, then the "influential individual" who inspired the Washington letter from which we have quoted, will do well to content himself with the publicity he has already secured for his opinions.

ENGLAND AND AMERICA.

From the London Saturday Review.

General Schenck, who is expected in England a few days hence, may be supposed to enjoy the confidence of the President and the Secretary of State. He will probably be careful to avoid the mysterious errors of manner or conduct which caused the dismissal of Mr. Motley; and he will not be held responsible for the misdeeds of Mr. Sumner or any other Senator. After the repudiation by the Senate of Mr. Reverdy Johnson's treaty, it was announced that the negotiation was only to be renewed at Washington; but it seems that General Schenck is empowered to make some kind of overture to the English Government. If he repeats the complaints which have been founded by General Grant and Mr. Fish on the unfriendly spirit attributed to England during the civil war, Lord Granville might perhaps ask him in return for his opinion on the recent vote of the House of Representatives. It would be scarcely courteous to add that a sillier and more shameless act of rudeness was never perpetrated by a deliberative assembly. On the motion of General Butler, the House has resolved, by a majority of 172 to 21, that a welcome shall be offered to O'Donovan Rossa and the other discharged Fenian convicts. When General Butler lately proposed at Boston that a series of insults should be offered to England for the sake of reuniting the Republican party, a few respectable American writers and speakers protested against the proposal, and declared that General Butler had no pretension to represent public opinion. The effusive advocates of the United States in England eagerly accepted the assurance; and the expression of a doubt whether the lowest American demagogue is not the most popular of political leaders was not unnaturally denounced as invidious and indiscreet. Nevertheless it was known that General Butler had been twice elected by a district in Massachusetts, and soon afterwards the President reproduced in his message to Congress several of the arguments and suggestions which had been applauded at Boston. It now appears that the House of Representatives, at the instigation of General Butler, almost unanimously agrees to offer a gross and wanton affront to the English Government and nation. The Democrats have united with the Republicans in the approval of rebellion against the English Government as an act intrinsically meritorious. It is not necessary that the Fenian conspiracy should rise to the dignity of a political enterprise, or that its ringleaders should have a reasonable prospect of success. The convicts are offenders against English law; and therefore at Washington they are heroes and martyrs. Two of the three members of the Federal Government have now displayed bitter hostility to England. It remains to be seen whether the Senate concurs in the litigious carping of the President, and in the ill-bred malignity of the House of Representatives. Unluckily the majority of the body consists of the partisans of General Grant and of the followers of Mr. Sumner. The self-respect of the Senate will secure it from the degradation incurred by the House; but the President of the Senate, when he was Speaker of the House of Representatives, invited the Fenian leaders to take places on the floor.

There has been no civil war in the United Kingdom, nor were the Fenian conspirators supported by any constituted body or by any respectable section of the community. When the Southern States seceded from the Union they carried with them the whole machinery of government, as well as the titular sovereignty which they had retained for themselves when they first entered the Union. Their right to secede was acknowledged by nearly all American statesmen and jurists, and it was scarcely disputed by the President himself. Nearly all the army and navy officers of Southern origin thought it their duty to hold their State allegiance paramount, although many of them disapproved of the policy of secession. The Confederate Government raised great armies, and for two years maintained superiority in the field; and during that time few of the friends of the Union deemed it possible to reclaim the Southern States by force. From the beginning of the war to the end both houses of the English Parliament steadily discountenanced the passage of any resolution, and even the delivery of any speech, which might be unacceptable to the United States. It was impossible wholly to silence the expression of the sympathies of private members, but the leaders of parties succeeded in preventing, not only an obnoxious vote, but a formal discussion of the merits of the belligerents. The courtesy and caution which are nurtured by traditions of political responsibility have met with little appreciation, but not even the Shermans or the Butlers have been able to discover a grievance in the Parliamentary proceedings of four years. In the early part of the war, when a foolish naval officer had committed an outrage on the English flag, the lower house of Congress hastened to pass a vote of thanks for an act which the Secretary of State was soon afterwards compelled to disavow. It is not surprising that such a body should be regarded by intelligent Americans with merited disrespect, but the House of Representatives is elected by universal suffrage, and, notwithstanding the indifference of the people to the qualifications of the members for a share in the government of the country, the House must be supposed to express the opinions of the constituencies. Unless General Schenck is authorized to express on the part of the President entire dissent from the measure adopted by the House of Representatives, it seems a waste of time to discuss the means of removing existing differences. An alliance with Fenian convicts is utterly inconsistent with any scheme for establishing friendly relations between England and the United States. The systematic deference which has been displayed by English ministers to American susceptibility is evidently misinterpreted. It would be better to apply the same balance or standard to the conduct of both Governments. When a strict account is demanded of the alleged negligence shown in the matter of the Alabama, it would be well to inquire whether the American Government has been blameless in permitting two invasions of Canada by forces organized in its territory with full knowledge on the part of the Federal and State authorities. Some sacrifice of feeling might be made for the sake of peace and goodwill; but it is not worth while to make concessions which will be followed by the spiteful civilities tendered by Congress to O'Donovan Rossa. As long as the President and the House acknowledge General Butler for their guide and leader no settlement of disputes is possible. The arrangement of the Alabama claims would be immediately succeeded by demands for a share in the Canadian fisheries or in the navigation of the St. Lawrence. The characteristic lawlessness of American diplomacy may be explained by the influence of political leaders of the stamp of General Butler. His more decent countrymen are ashamed of the power which he exercises; but universal suffrage cares little for the scruples of respectability. At present General Butler seems to be the most prominent politician in the United States, and when he is most recklessly in the wrong he is most implicitly followed by the popular branch of the Legislature. If Mr. Beesly at any time leads a House of Commons consisting mainly of Odgers and Bradlaughs, he will perhaps pass resolutions as offensive to foreign powers as the late vote of the House of Representatives.

Notwithstanding the menacing language of the President and the bluster of his confidential adviser, the Government of the United States has no immediate intention of making war upon England. The only possible enterprise which could be attempted would be the invasion of Canada, and probably even American opinion would disapprove of a servile imitation of the proceedings of Gramont and Le Bœuf. There is no standing army available for the purpose; and the country is not prepared, in the entire absence of a pretext for war, to raise a great force of volunteers for a profligate act of aggression. If the President really intends to act on the suggestions of General Butler, it would be idle to attempt to deter him from the scheme by any effort at conciliation. If the conflict is forced upon England, it would not be terminated without serious injury to the aggressor. It is well that General Butler and General Grant have committed the blunder of fastening a quarrel on the Canadians, instead of confining their provocations to the Imperial Government. The conquest of the Dominion would not be easy; and if General Butler were to lead a contingent to Ireland he might find it difficult to return.

FOR SALE.

FOR SALE,

A NEW AND ELEGANT

BROWN STONE RESIDENCE,

East Side of Logan Square,

Three Doors above Sumner St.,

Replete with all modern conveniences,

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POSSESSION AT ONCE. CAN BE SEEN AT ANY HOUR OF THE DAY. 2 11 tf

ELEGANT STORE FIXTURES,

With Marble Counters, Large Fire-proof, Desk Letter Press, etc., will be sold cheap for cash good trade.

No. 836 CHESNUT STREET, UNDER THE CONTINENTAL. 12 15 tf

TO INSURANCE COMPANIES, CAPITALISTS, AND OTHERS.

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BUSINESS PROPERTY, No. 427 WALNUT STREET.

Four-story front, five-story double back buildings, occupied as offices, and suitable for an insurance company, 21 feet 9 inches front, 124 feet deep.

S. KINGSTON McCAY,

2 18 t No. 429 WALNUT Street.

GERMANTOWN.—FOR SALE, A DESIRable stone residence on Church lane, five minutes' walk from two stations. Modern conveniences. Twelve rooms. In excellent repair. Lot 101 by 235 feet.

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On Chesnut or Eighth Street.

ADDRESS, STATING PRICE, LOCATION, AND FULL PARTICULARS,

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WANTED TO PURCHASE,

Desirable Real Estate,

WITHIN ONE MILE OF BROAD AND CHESNUT STREETS,

Payable in good and available trade, and partly in cash. Address

2 4 tf "Box 1734, Philadelphia Post Office."

INSURANCE.

Fire, Inland, and Marine Insurance.

INSURANCE COMPANY

OF

NORTH AMERICA,

Incorporated 1794.

CAPITAL.....$500,000

ASSETS January 1, 1871..$3,050,536

Receipts of Premiums, '70.....$2,096,154

Interests from Investments, 1870.. 137,050

$2,233,204

Losses paid in 1870.....$1,136,941

STATEMENT OF THE ASSETS.

First Mortgages on Philadelphia City Property	$834,950
United States Government Loans	325,942
Pennsylvania State Loans	169,310
Philadelphia City Loans	200,000
New Jersey and other State Loans and City Bonds	225,510
Philadelphia and Reading Railroad Co., other Railroad Mortgage Bonds and Loans	363,245
Philadelphia Bank and other Stocks	62,486
Cash in Bank	281,048
Loans on Collateral Security	31,434
Notes receivable and Marine Premiums unsettled	438,420
Accrued Interest and Premium in course of transmission	83,201
Real estate, Office of the Company	30,000
	$3,050,536

Certificates of Insurance issued, payable in London at the Counting House of Messrs. BROWN, SHIPLEY & CO.

ARTHUR G. COFFIN, PRESIDENT.

CHARLES PLATT, VICE-PRESIDENT.

MATTHIAS MARIS, Secretary.

C. H. REEVES, Assistant Secretary.

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JOHN A. BROWN,	EDW. S. CLARKE,
CHARLES TAYLOR,	T. CHARLTON HENRY,
AMBROSE WHITE,	ALFRED D. JESSUP,
WILLIAM WELSH,	LOUIS C. MADEIRA,
JOHN MASON,	CHAS. W. CUSHMAN,
GEORGE L. HARRISON,	CLEMENT A. GRISCOM,
WILLIAM BROCKIE.	[1 23]

1829. CHARTER PERPETUAL. 1871.

Franklin Fire Insurance Company

OF PHILADELPHIA.

Office, Nos. 435 and 437 CHESNUT St.

Assets Jan. 1, '71, $3,087,452'35

CAPITAL.....$400,000·00

ACCRUED SURPLUS AND PREMIUMS. 2,687,452·35

INCOME FOR 1871, $1,200,000. LOSSES PAID IN 1870, $272,881·70.

Losses Paid Since 1829 Nearly $6,000,000.

The Assets of the "FRANKLIN" are all invested in solid securities (over $2,750,000 in First Bonds and Mortgages), which are all interest bearing and dividend paying. The Company holds no Bills Receivable taken for Insurances effected.

Perpetual and Temporary Policies on Liberal Terms. The Company also issues policies upon the Rents of all kinds of Buildings, Ground Rents and Mortgages.

DIRECTORS.

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Samuel Grant,	Thomas Sparks,
George W. Richards,	William S. Grant,
Isaac Lea,	Thomas S. Ellis,
George Fales,	Gustavus S. Benson.

ALFRED G. BAKER, President.

GEORGE FALES, Vice-President.

JAMES W. McALLISTER, Secretary. [2 7td31

THEODORE M. REGER, Assistant Secretary.

Union Mutual Insurance Company

OF PHILADELPHIA.

INCORPORATED 1804.

Fire, Marine, and Inland Insurance.

Office, N. E. Cor. THIRD and WALNUT

LOSSES PAID SINCE FORMATION, $7,000,000.

ASSETS OF THE COMPANY, JANUARY 1, 1871, $255,397'89.

RICHARD S. SMITH, President.

JOHN MOSS, Secretary. 2 13 t

People's Fire Insurance Company,

No. 514 WALNUT Street.

CHARTERED 1859.

Fire Insurance at LOWEST RATES consistent with security. Losses promptly adjusted and paid. NO UNPAID LOSSES.

Assets December 31, 1870.....$128,851·78

CHAS. E. BONS, President.

GEO. BUSCH, JR., Secretary. 2 14 t

THE PENNSYLVANIA FIRE INSURANCE COMPANY.

Incorporated 1825—Charter Perpetual.

No. 510 WALNUT Street, opposite Independence Square.

This Company, favorably known to the community for over forty years, continues to insure against loss or damage by fire on Public or Private Buildings, either permanently or for a limited time. Also on Furniture, Stocks of Goods, and Merchandise generally, on liberal terms.

Their Capital, together with a large Surplus Fund, is invested in the most careful manner, which enables them to offer to the insured an undoubted security in the case of loss.

DIRECTORS.

Daniel Smith, Jr.,	Thomas Smith,
Isaac Hazlehurst,	Henry Lewis,
Thomas Robins,	J. Gillingham Fell,
John Devereux,	Daniel Haddock,

Franklin A. Comly.

DANIEL SMITH, JR., President.

WM. G. CROWELL, Secretary. 2 30

FAME INSURANCE COMPANY

No. 609 CHESNUT Street.

INCORPORATED 1856. CHARTER PERPETUAL.

CAPITAL $200,000.

FIRE INSURANCE EXCLUSIVELY.

Insurance against Loss or Damage by Fire either Perpetual or Temporary Policies.

DIRECTORS.

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William H. Rhawn,	John Kessler, Jr.,
William M. Seyfert,	Edward B. Orne,
John F. Smith,	Charles Stokes,
Nathan Hilles,	John W. Everman,
George A. West,	Mordecai Buzby.

CHARLES RICHARDSON, President.

WILLIAM H. RHAWN, Vice-President.

WILLIAMS L. BLANCHARD Secretary. 7 23

THE ENTERPRISE INSURANCE CO. OF PHILADELPHIA.

Office S. W. cor. FOURTH and WALNUT Streets.

FIRE INSURANCE EXCLUSIVELY.

PERPETUAL AND TERM POLICIES ISSUED.

CASH Capital (paid up in full).....$200,000·00

CASH Assets, December 1, 1870.....$600,388·24

DIRECTORS.

F. Ratchford Starr,	J. Livingston Erringer,
Naibro Frazier,	James L. Claghorn,
John M. Atwood,	Wm. G. Boulton,
Benj. T. Tredick,	Charles Wheeler,
George H. Stuart,	Thomas H. Montgomery,
John R. Brown,	James M. Aertsen.

F. RATCHFORD STARR, President.

THOMAS H. MONTGOMERY, Vice-President.

ALEX. W. WISTER, Secretary.

JACOB E. PETERSON, Assistant Secretary.

INSURANCE.

DELAWARE MUTUAL SAFETY INSURANCE COMPANY. Incorporated by the Legislature of Pennsylvania, 1835.

Office S. E. corner of THIRD and WALNUT Streets, Philadelphia.

MARINE INSURANCES

on Vessels, Cargo, and Freight to all parts of the world.

INLAND INSURANCES

on Goods by river, canal, lake, and land carriage to all parts of the Union.

FIRE INSURANCES

on Merchandise generally; on Stores, Dwellings, Houses, etc.

ASSETS OF THE COMPANY, November 1, 1870.

$300,000	United States Six Per Cent Loan (lawful money)	$333,375 00
200,000	State of Pennsylvania Six Per Cent. Loan	214,000·00
200,000	City of Philadelphia Six Per Cent. Loan (exempt from Tax)	204,162·50
164,000	State of New Jersey Six Per Cent. Loan	168,920·00
20,000	Pennsylvania Railroad First Mortgage Six Per Ct. Bonds	20,700·00
25,000	Pennsylvania Railroad Second Mortgage Six Per Ct. Bonds	25,250·00
25,000	Western Pennsylvania Railroad Mortgage Six Per Cent. Bonds (Pennsylvania Railroad guarantee)	20,000·00
30,000	State of Tennessee Five Per Ct. Loan	18,000·00
7,000	State of Tennessee Six Per Ct. Loan	4,200·00
12,500	Pennsylvania Railroad Company (250 Shares Stock)	15,000·00
5,000	North Pennsylvania Railroad Company (100 Shares Stock)	4,300·00
10,000	Philadelphia and Southern Mail Steamship Company (80 sh's Stock)	4,000·00
261,650	Loans on Bond and Mortgage, first liens on City Properties	261,650·
$1,260,150	Par. C'st, $1,264,447·34. M'k't v'l	$1,293,367·50
	Real Estate	56,000·00
	Bills Receivable for Insurances made	230,97[illegible]
	Balances due at Agencies—Premiums on Marine Policies—Accrued Interest and other debts due the Company	93,375·4[illegible]
	Stock and Scrip, etc., of sundry corporations, $7950, estimated value	3,912·00
	Cash	142,911·78
		$1,820,737·97

DIRECTORS.

Thomas C. Hand,	Samuel E. Stokes,
John C. Davis,	William G. Boulton,
Edmund A. Souder,	Edward Darlington,
Joseph H. Seal,	H. Jones Brooke,
James Traquair,	Edward Lafourcade,
Henry Sloan,	Jacob Riegel,
Henry C. Dallett, Jr.,	Jacob P. Jones,
James C. Hand,	James B. McFarland,
William C. Ludwig,	Joshua P. Eyre,
Hugh Craig,	Spencer McIlvaine,
John D. Taylor,	Thomas P. Stotesbury,
George W. Bernadou,	John B. Semple, Pittsb'rg,
Wm. C. Houston,	A. B. Berger, Pittsburg,
H. Frank Robinson,	D. T. Morgan, Pittsburg.

THOMAS C. HAND, President.

JOHN C. DAVIS, Vice-President.

HENRY LYLBURN, Secretary.

HENRY BALL, Assistant Secretary. 2 1 11m

ASBURY

LIFE INSURANCE CO.

NEW YORK.

LEMUEL BANGS, President.

GEORGE ELLIOTT, Vice-Pres't and Sec'y.

EMORY McCLINTOCK, Actuary.

JAMES M. LONGACRE,

MANAGER FOR PENNSYLVANIA AND DELAWARE,

Office, 302 WALNUT St., Philadelphia.

H. C. WOOD, Jr., Medical Examiner.

5 23 mwfim REV. S. POWERS, Special Agent.

FIRE ASSOCIATION

INCORPORATED MARCH 17, 1820.

OFFICE,

No. 34 NORTH FIFTH STREET,

INSURE

BUILDINGS, HOUSEHOLD FURNITURE, AND MERCHANDISE GENERALLY

From Loss by fire (in the City of Philadelphia only)

ASSETS, JANUARY 1, 1870, $1,705,319·07.

TRUSTEES.

William H. Hamilton,	Charles P. Bower,
John Carrow,	Jesse Lightfoot,
George I. Young,	Robert Shoemaker,
Jos. R. Lyndall,	Peter Armbruster,
Levi P. Coats,	M. H. Dickinson,
Samuel Sparhawk,	Peter Williamson,
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WM. H. HAMILTON, President.

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WILLIAM F. BUTLER, Secretary

IMPERIAL FIRE INSURANCE CO.,

LONDON.

ESTABLISHED 1803.

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46 No. 107 S. THIRD Street, Philadelphia.

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PENN STEAM ENGINE AND BOILER WORKS.—NEAFIE & LEVY, PRACTICAL AND THEORETICAL ENGINEERS, MACHINISTS, BOILER-MAKERS, BLACKSMITHS, and FOUNDERS, having for many years been in successful operation, and been exclusively engaged in building and repairing Marine and River Engines, high and low pressure, Iron Boilers, Water Tanks, Propellers, etc. etc., respectfully offer their services to the public as being fully prepared to contract for engines of all sizes, Marine, River, and Stationary; having sets of patterns of different sizes, are prepared to execute orders with quick despatch. Every description of pattern-making made at the shortest notice. High and Low Pressure Fine Tubular and Cylinder Boilers of the best Pennsylvania Charcoal Iron. Forgings of all sizes and kinds. Iron and Brass Castings of all descriptions. Roll Turning, Screw Cutting, and all other work connected with the above business.

Drawings and specifications for all work done the establishment free of charge, and work guaranteed.

The subscribers have ample wharf dock-room for repairs of boats, where they can lie in perfect safety, and are provided with shears, blocks, falls, etc., etc., for raising heavy or light weights.

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GIRARD TUBE WORKS AND IRON CO.,

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Manufacture Plain and Galvanized WROUGHT-IRON PIPE

and Sundries for Gas and Steam Fitters, Plumbers Machinists, Railing Makers, Oil Refiners, etc.

WORKS,

TWENTY-THIRD AND FILBERT STREETS.

OFFICE AND WAREHOUSE,

6 1 No. 42 N. FIFTH STREET.

PATENTS.

UNITED STATES PATENT OFFICE.

WASHINGTON, D. C., Jan. 21, 1871.

On the petition of DANIEL S. NIPPES, of Upper Merion Township, Pennsylvania, administrator of Albert S. Nippes, deceased, praying for the extension of a patent granted to the said Albert S. Nippes, on the 21st day of April, 1857, for an improvement in Grinding Saws:

It is ordered that the testimony in the case be closed on the 21st day of March next, that the time for filing arguments and the Examiner's report be limited to the 31st day of March next, and that said petition be heard on the 5th day of April next.

Any person may oppose this extension.

SAMUEL A. DUNCAN,

2 10 20t Acting Commissioner of Patents.

ALEXANDER G. CATTELL & CO., PRODUCE COMMISSION MERCHANTS,

No. 26 NORTH WHARVES

AND

No. 27 NORTH WATER STREET,

PHILADELPHIA.

ALEXANDER G. CATTELL. ELIJAH CATTELL.

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LORILLARD STEAMSHIP COMPANY
FOR NEW YORK,
SAILING TUESDAYS, THURSDAYS, AND SATURDAYS AT NOON,

are now receiving freight at winter rates, commencing December 28. All goods shipped on and after this date will be charged as agreed upon by the agents of this company.

INSURANCE ONE-EIGHTH OF ONE PER CENT.

No bill of lading or receipt signed for less than fifty cents, and no insurance effected for less than one dollar premium.

For further particulars and rates apply at Company's office, Pier 33 East river, New York, or to

JOHN F. OHL,
PIER 19 NORTH WHARVES.

N. B.—Extra rates on small packages iron, metals, etc. 2 8 ‡

NATIONAL STEAMSHIP LINE.—Steam to and from NEW YORK, LIVERPOOL, AND QUEENSTOWN.
Steamers sail WEDNESDAY, THURSDAY, and SATURDAY.

Cabin, $75 and $65; Steerage, $28. Excursion tickets, good for one year, liberally reduced. Persons sending for their friends can obtain tickets (Steerage) for $32. Tickets to and from Londonderry and Glasgow by this favorite route at the same low currency rates.

Passengers booked to and from London, Paris, Hamburg, Havre, Bremen, etc., at lowest rates.

NOTE.—The magnificent Ocean Steamships of this line are among the largest in the world, and are celebrated for speed, safety, and comfort. Owing to reduction, rates are now $15 in Cabin and $2 in steerage cheaper than other first-class lines.

For passage, or bank drafts for any amount, payable at sight in all parts of Great Britain, Ireland, and in principal cities of Norway, Sweden, Denmark, France, Germany, and Italy, apply to

WALLER & CO., Agents,
1 16 *No. 204 WALNUT St., just above Second.*

THE REGULAR STEAMSHIPS ON THE PHILADELPHIA AND CHARLESTON STEAMSHIP LINE are ALONE authorized to issue through bills of lading to interior points South and West in connection with South Carolina Railroad Company.
ALFRED L. TYLER,
Vice-President So. C. RR. Co.

PHILADELPHIA AND SOUTHERN MAIL STEAMSHIP COMPANY'S REGULAR SEMI-MONTHLY LINE TO NEW ORLEANS, La.

The HERCULES will sail for New Orleans, via Havana, on Wednesday, March 1, at 8 A. M.

The YAZOO will sail from New Orleans, via Havana, on Wednesday, February 22.

THROUGH BILLS OF LADING at as low rates as by any other route given to MOBILE, GALVESTON, INDIANOLA, ROCKPORT, LAVACCA, and BRAZOS, and to all points on the Mississippi river between New Orleans and St. Louis. Red river freights reshipped at New Orleans without charge of commissions.

WEEKLY LINE TO SAVANNAH, GA.

The TONAWANDA will sail for Savannah on Saturday, February 25, at 8 A. M.

The WYOMING will sail from Savannah on Saturday, February 25.

THROUGH BILLS OF LADING given to all the principal towns in Georgia, Alabama, Florida, Mississippi, Louisiana, Arkansas, and Tennessee in connection with the Central Railroad of Georgia, Atlantic and Gulf Railroad, and Florida steamers, at as low rates as by competing lines.

SEMI-MONTHLY LINE TO WILMINGTON, N. C.

The PIONEER will sail for Wilmington on Friday, February 24, at 6 A. M. Returning, will leave Wilmington Saturday, March 4.

Connects with the Cape Fear River Steamboat Company, the Wilmington and Weldon and North Carolina Railroads, and the Wilmington and Manchester Railroad to all interior points.

Freights for Columbia, S. C., and Augusta, Ga., taken via Wilmington at as low rates as by any other route.

Insurance effected when requested by shippers. Bills of lading signed at Queen street wharf on or before day of sailing.

WILLIAM L. JAMES, General Agent,
6 1‡ No. 130 S. THIRD Street.

PHILADELPHIA, RICHMOND, AND NORFOLK STEAMSHIP LINE, THROUGH FREIGHT AIR LINE TO THE SOUTH AND WEST.
INCREASED FACILITIES AND REDUCED RATES.

Steamers leave every SATURDAY, at 12 o'clock noon, from FIRST WHARF above MARKET Street.

RETURNING, leave RICHMOND THURSDAYS, and NORFOLK SATURDAYS.

No Bills of Lading signed after 12 o'clock on sailing days.

THROUGH RATES to all points in North and South Carolina, via Seaboard Air Line Railroad, connecting at Portsmouth, and to Lynchburg, Va., Tennessee, and the West, via Virginia and Tennessee Air Line and Richmond and Danville Railroad.

Freight HANDLED BUT ONCE and taken at LOWER RATES THAN ANY OTHER LINE.

No charge for commission, drayage, or any expense of transfer.

Steamships insure at lowest rates.
Freight received daily.
State Room accommodations for passengers.

WILLIAM P. CLYDE & CO.,
No. 12 S. WHARVES and Pier 1 N. WHARVES.
W. P. PORTER, Agent at Richmond and City Point.
T. P. CROWELL & CO., Agents at Norfolk. 6 1‡

THE ANCHOR LINE STEAMERS
Sail every Saturday and alternate Wednesday to and from Glasgow and Derry.

Passengers booked and forwarded to and from all railway stations in Great Britain, Ireland, Germany, Norway, Sweden, or Denmark and America as safely, speedily, comfortably, and cheaply as by any other route or line.

"EXPRESS" STEAMERS.	"EXTRA" STEAMERS.
ANGLIA,	IOWA,
AUSTRALIA,	TYRIAN,
BRITANNIA,	BRITANNIA,
INDIA,	IOWA,
COLUMBIA,	TYRIAN,
EUROPA.	BRITANNIA.

From Pier 20 North river, New York, at noon.
Rates of Passage, Payable in Currency, to Liverpool, Glasgow, or Derry:—
First cabins, $65 and $75, according to location.
Cabin excursion tickets (good for twelve months), securing best accommodations, $130.
Intermediate, $33; steerage, $28.
Certificates, at reduced rates, can be bought here by those wishing to send for their friends.
Drafts issued, payable on presentation.
Apply at the company's offices to
HENDERSON BROTHERS,
12 27† No. 7 BOWLING GREEN.

FOR NEW YORK, VIA DELAWARE and Raritan Canal.
SWIFTSURE TRANSPORTATION COMPANY.
DESPATCH AND SWIFTSURE LINES.
Leaving daily at 12 M. and 5 P. M.
The steam propellers of this company will commence loading on the 8th of March.
Through in twenty-four hours.
Goods forwarded to any point free of commission.
Freights taken on accommodating terms.
Apply to
WILLIAM M. BAIRD & CO., Agents,
4§ No. 132 South DELAWARE Avenue.

FOR NEW YORK
via Delaware and Raritan Canal.
EXPRESS STEAMBOAT COMPANY.
The Steam Propellers of the line will commence loading on the 8th instant, leaving daily as usual.
THROUGH IN TWENTY-FOUR HOURS.
Goods forwarded by all the lines going out of New York, North, East, or West, free of commission.
Freights received at low rates.
WILLIAM P. CLYDE & CO., Agents,
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NEW EXPRESS LINE TO ALEXANDRIA, Georgetown, and Washington D. C., via Chesapeake and Delaware Canal, with connections at Alexandria from the most direct route for Lynchburg, Bristol, Knoxville, Nashville, Dalton, and the Southwest.
Steamers leave regularly every Saturday at noon from the first wharf above Market street.
Freight received daily.
WILLIAM P. CLYDE & CO.,
No. 14 North and South WHARVES.
HYDE & TYLER, Agents at Georgetown; M. ELDRIDGE & CO., Agents at Alexandria. 6 1

DELAWARE AND CHESAPEAKE STEAM TOW-BOAT COMPANY.
Barges towed between Philadelphia, Baltimore, Havre-de-Grace, Delaware City, and intermediate points.
WILLIAM P. CLYDE & CO., Agents.
CAPTAIN JOHN LAUGHLIN, Superintendent.
OFFICE, No. 12 South WHARVES,
1 21§ PHILADELPHIA.

DELAWARE AND CHESAPEAKE STEAM TOWBOAT COMPANY.—Barges towed between Philadelphia, Baltimore, Havre-de-Grace, Delaware City, and intermediate points.
WILLIAM P. CLYDE & CO., Agents.
Captain JOHN LAUGHLIN, Superintendent.
Office, No. 12 South Wharves Philadelphia. 4 11‡

SHIPPING.

FOR LIVERPOOL AND QUEENSTOWN.—The Inman Line of Royal Mail Steamers are appointed to sail as follows:—
City of Washington, Saturday, Feb. 18, at 2 P. M.
City of Limerick, via Halifax, Tuesday, Feb. 21, at 1 P. M.
City of Paris, Saturday, Feb. 25, at 10 A. M.
City of London, Saturday, March 4, at 2 P. M.
and each succeeding Saturday and alternate Tuesday, from pier No. 45 North river.

RATES OF PASSAGE
By Mail Steamer Sailing every Saturday.

Payable in gold.		Payable in currency.	
First Cabin	$75	Steerage	$30
To London	80	To London	35
To Halifax	20	To Halifax	15

Passengers also forwarded to Antwerp, Rotterdam, Sweden, Norway, Denmark, etc., at reduced rates.
Tickets can be bought here at moderate rates by persons wishing to send for their friends.
For further information apply at the company's office.
JOHN G. DALE, Agent, No. 15 Broadway, N. Y.;
Or to O'DONNELL & FAULK, Agents,
4 5 No. 402 CHESNUT Street, Philadelphia.

PHILADELPHIA, RICHMOND
AND
NORFOLK STEAMSHIP LINE.
THROUGH FREIGHT LINE TO THE SOUTH AND WEST.
INCREASED FACILITIES AND REDUCED RATES FOR 1871.

Steamers leave every WEDNESDAY and SATURDAY, at 12 o'clock noon, from FIRST WHARF above MARKET Street.

RETURNING, leave RICHMOND MONDAYS and THURSDAYS, and NORFOLK TUESDAYS and SATURDAYS.

No bills of Lading signed after 12 o'clock on sailing days.

THROUGH RATES to all points in North and South Carolina, via Seaboard Air Line Railroad, connecting at Portsmouth, and to Lynchburg, Va., Tennessee, and the West, via Virginia and Tennessee Air Line and Richmond and Danville Railroad.

Freight HANDLED BUT ONCE, and taken at LOWER RATES THAN ANY OTHER LINE.

No charge for commission, drayage, or any expense of transfer.
Steamships insure at lowest rates.
Freight received daily.
State Room accommodations for passengers.
WILLIAM P. CLYDE & CO.,
No. 12 S. WHARVES and Pier 1 N. WHARVES.
W. P. PORTER, Agent at Richmond and City Point.
T. P. CROWELL & CO., Agents at Norfolk. 1 11‡

FOR SAVANNAH, GEORGIA
THE FLORIDA PORTS,
AND THE SOUTH AND SOUTHWEST.
GREAT SOUTHERN FREIGHT AND PASSENGER LINE.
CENTRAL RAILROAD OF GEORGIA AND ATLANTIC AND GULF RAILROAD.
FOUR STEAMERS A WEEK,
TUESDAYS, THURSDAYS, AND SATURDAYS.

THE STEAMSHIPS
SAN SALVADOR, Captain Nickerson, from Pier No. 8 North River.
WM. R. GARRISON, Agent, No. 5 Bowling Green.

MONTGOMERY, Captain Faircloth, from Pier No. 13 North River.
R. LOWDEN, Agent, No. 93 West street.

LEO, Captain Dearborn, from Pier No. 16 East River.
MURRAY, FERRIS & CO., Agents, Nos. 61 and 62 South street.

GENERAL BARNES, Captain Mallory, from Pier No. 36 North River.
LIVINGSTON, FOX & CO., Agents, No. 88 Liberty street.

Insurance by this line ONE-HALF PER CENT.
Superior accommodations for passengers.
Through rates and bills of lading in connection with the Atlantic and Gulf Freight line. [1 6†
Through rates and bills of lading in connection with Central Railroad of Georgia, to all points.

C. D. OWENS, Agent A. & G. R. R., No. 229 Broadway.	GEORGE YONGE, Agent C. R. R., No. 409 Broadway.

WHITE STAR LINE
OCEANIC STEAM NAVIGATION COMPANY'S LINE OF NEW STEAMERS BETWEEN NEW YORK AND LIVERPOOL, CALLING AT CORK, IRELAND.

The company's fleet comprises the following magnificent full-powered ocean steamships, the six largest in the world:—
OCEANIC, Captain Murray. ARCTIC.
ATLANTIC, Captain Thompson. BALTIC.
PACIFIC, Captain Perry. ADRIATIC.

These new vessels have been designed specially for the transatlantic trade, and combine speed, safety, and comfort.
Passenger accommodations unrivalled.
Parties sending for their friends in the old country can now obtain prepaid tickets.
Steerage, $32, currency.
Other rates as low as any first-class line.
For further particulars apply to ISMAY, IMRIE & CO., No. 10 WATER Street, Liverpool, and No. 7 EAST INDIA Avenue, LEADENHALL Street, London; or at the company's offices, No. 19 BROADWAY, New York.
1 5† J. H. SPARKS, Agent.

FOR NEW YORK
VIA DELAWARE AND RARITAN CANAL,
EXPRESS STEAMBOAT COMPANY.
The Steam Propellers of the Line will commence loading on the 8th inst., leaving Daily as usual.
THROUGH IN TWENTY-FOUR HOURS.
Goods forwarded by all the lines going out of New York North, East, or West, free of commission.
Freights received at low rates.
WILLIAM P. CLYDE & CO., Agents,
No. 12 S. DELAWARE Avenue.
JAMES HAND, Agent,
No. 119 WALL Street, New York. 1 20

NEW EXPRESS LINE
TO
ALEXANDRIA, GEORGETOWN, AND WASHINGTON, D. C., VIA CHESAPEAKE AND DELAWARE CANAL,
with connections at Alexandria from the most direct route for Lynchburg, Bristol, Knoxville, Nashville, Dalton, and the Southwest.
Steamers leave regularly every Saturday at noon from the first wharf above Market street.
Freight received daily.
WILLIAM P. CLYDE & CO.,
No. 14 North and South Wharves.
HYDE & TYLER, Agents, at Georgetown; M. ELDRIDGE & CO., Agents at Alexandria. 6 1‡

FOR ST. THOMAS AND BRAZIL. UNITED STATES AND BRAZIL STEAMSHIP COMPANY.
REGULAR MAIL STEAMERS sailing on the 23d of every month.
MERRIMACK, Captain Wier.
SOUTH AMERICA, Captain E. L. Tinklepaugh.
NORTH AMERICA, Captain G. B. Slocum.
These splendid steamers sail on schedule time, and call at St. Thomas, Para, Pernambuco, Bahia, and Rio de Janeiro, going and returning. For engagements of freight or passage, apply to
WM. R. GARRISON, Agent,
12 10† No. 5 Bowling-green, New York.

CUTLERY, ETC.

RODGERS & WOSTENHOLM'S POCKET KNIVES, Pearl and Stag handles, and beautiful finish; Rodgers', and Wade & Butcher's Razors, and the celebrated Lecoultre Razor; Ladies' Scissors, in cases, of the finest quality; Rodgers' Table Cutlery, Carvers and Forks, Razor Strops, Cork Screws, etc. Ear instruments, to assist the hearing, of the most approved construction, at P. MADEIRA'S,
No. 115 TENTH Street, below Chesnut.

J. T. EASTON. M'MAHON.
EASTON & McMAHON,
SHIPPING AND COMMISSION MERCHANTS,
No. 2 COENTIES SLIP, New York,
No. 18 SOUTH WHARVES, Philadelphia,
No. 45 W. PRATT STREET, Baltimore.
We are prepared to ship every description of Freight to Philadelphia, New York, Wilmington, and intermediate points with promptness and despatch. Canal Boats and Steam-tugs furnished at the shortest notice.

COTTON SAIL DUCK AND CANVAS, OF ALL numbers and brands. Tent, Awning, Trunk and Wagon-cover Duck. Also, Paper Manufacturers' Drier Felts, from thirty to seventy-six inches, with Paulins, Belting, Sail Twine, etc.
JOHN W. EVERMAN,
No. 10 CHURCH Street (City Stores).

RAILROAD LINES.

PHILADELPHIA AND READING RAILROAD
Depot, THIRTEENTH and CALLOWHILL Streets.
Until further notice trains will Leave and Arrive as follows:—

TRAINS LEAVE.	A. M.	TRAINS ARRIVE.	A. M.
Read'g&Allent'n Way	7·30	Pottstown Accom.	9·15
Harrisb'g&Potts'e Ex	8·15	Read'g & Pottsv'e Ac.	10·20
Phila. & Potts'e Way Train	12·30	Harrisb'g&Potts'e Ex	1·00
	P. M.		P. M.
Harrisb'g&Potts'e Ex	3·30	Phila. & Pottsv'e W. Train	4·30
Pottstown Accommo.	4·00	Harrisbg&Potts'e Ex	7·00
Read'g& Pottsv'e Ac.	4·45	Harrisbg, Pottsville, and Allentown Ac.	9·10
ON SUNDAYS.	A. M.	ON SUNDAYS.	A. M.
To Reading	8·00	From Pottsville	12·35
	P. M.		P. M.
To Pottsville	3·15	From Reading	7·25

The Sunday trains connect with similar trains on the Perkiomen and Colebrookdale Railroads.
For Downingtown and points on Chester Valley Railroad, take 7·30 a. m., 12·30 noon, and 4 p. m.
For Schwenksville and points on Perkiomen Railroad, take 7·30 a. m., 12·30 noon, and 4 p. m.
For Mt. Pleasant and points on Colebrookdale Railroad take 7·30 a. m. and 4·00 p. m.

N. Y. EXPRESS FOR PITTSBURG AND WEST.
Trains leave New York at 9·00 a. m. and 5·00 p. m., passing Reading at 1·55 and 10·05 p. m., connecting at Harrisburg with Pennsylvania and Northern Central trains for Chicago, Cincinnati, Pittsburg, Baltimore, Williamsport, etc.
Sleeping cars accompany these trains through between Jersey City and Pittsburg without change.
Trains for New York leave Harrisburg at 3·10, 8·10, and 11·45 a. m., and 2·50 p. m.
Additional train leaves New York for Harrisburg at 12 o'clock noon.
For particulars see Guide Books, which can be obtained at No. 811 Chesnut street, and at all stations, without charge.
Season, School, Mileage, and Commutation Tickets at reduced rates to be had of S. Bradford, Treasurer, No. 227 S. Fourth street, Philadelphia, or G. A. Nicolls, General Superintendent, Reading.
STREET CARS.—The Thirteenth and Fifteenth, and Race and Vine streets, connecting with other lines, run close to the Depot.
Baggage collected and delivered by Dungan's Baggage Express. Orders left at Depot, or at No. 225 S. Fourth street.

GERMANTOWN AND NORRISTOWN BRANCH.
Depot, Ninth and Green.
Trains leave for Germantown at 6, 7, 8, 8½, 9·05, 10, 11, 12 A. M.; 1, 2, 2·30, 3·15, 3·45, 4·05, 4·30, 5·05, 5·45, 6, 6·30, 7, 8, 9, 10·05, 11, 12 p. m. Leave Germantown, 6, 6·55, 7·30, 8, 8·20, 9, 9½, 10, 11, 12 a. M.; 1, 2, 3, 3·50, 4, 4·45, 5, 5·30, 6, 6·30, 7, 8, 9, 10, 11 p. m. The 8·20 and 9·30 down trains, 2·30, 3·45, and 5·45 up trains, will not stop on the Germantown branch. On Sundays, leave at 9·15 a. m.; 2, 4·05, 7, 10·45 p. m. Leave Germantown, 8·15 a. m.; 1, 3, 6, 9·45 p. m.
Passengers taking the 6·55, 9 a. m., and 6·30 p. m. trains from Germantown, will make close connection with the trains for New York at Intersection Station.
CHESNUT HILL RAILROAD.—Leave at 6, 8, 10, 12 a. m.; 2·30, 3·45, 5·45, 7, 9 and 11 p. m. Leave Chesnut Hill at 7·10, 8, 9·10, 11·40 a. m.; 1·40, 3·40, 5·40, 6·40, 8·40, 10·40 p. m. On Sundays, leave 9·15 a. m.; 2 and 7 p. m. Leave Chesnut Hill at 7·50 a. m.; 12·40, 5·40, 9·25 p. m.
FOR CONSHOHOCKEN AND NORRISTOWN.—Leave at 6, 7·30, 9, 11·05 a. m.; 1·30, 3, 4, 5, 5·30, 6·15, 8·05, 10, 11·45 p. m. Leave Norristown at 5·30, 6·25, 7, 7·45, 8·50, 11 a. m.; 1·30, 3, 4·30, 6·15, 8, 9·30 p. m. On Sundays, leave at 9 a. m.; 2·30, 4, 7·30 p. m. Leave Norristown at 7 a. m.; 1, 5·30, 9 p. m.
FOR MANAYUNK.—Leave at 6, 7·30, 9, 11·05 a. m.; 1·30, 3, 4, 5, 5·30, 6·15, 8·05, 10, 11·45 p. m. Leave Manayunk at 6, 6·55, 7·30, 8·10, 9·20, 11·30 a. m.; 2, 3·30, 5, 6·45, 8·30, 10 p. m. On Sundays, leave at 9 a. m.; 2·30, 4, 7·30 p. m. Leave Manayunk at 7·30 a. m.; 1·30, 6·15, 9·30 p. m.
FOR PLYMOUTH.—Leave at 6 a. m. and 5 p. m. Leave Plymouth at 6·20 a. m. and 2·30 p. m.
The 7·45 a. m. train from Norristown will not stop at Magee's, Potts' Landing, Domino, or Schur's Lane.
Passengers taking the 7·12, 9·05 a. m., and 6·30 p. m. trains from Ninth and Green streets will make close connections with the trains for New York at Intersection Station.
The 8·30 a. m., 12·30 and 5 p. m. trains from New York stop at Intersection Station. 11

1870.—FOR NEW YORK—THE CAMDEN and Amboy and Philadelphia and Trenton Railroad Companies' lines from Philadelphia to New York and Way Places.
FROM WALNUT STREET WHARF.
At 7 A. M., Mail and Accommodation, via Camden and Amboy, and at 3·30 P. M., Accommodation, via Camden and Jersey City.
At 2 and 6 P. M., for Amboy and intermediate stations.
At 7 A. M. and 3·30 P. M. for Freehold and Farmingdale.
At 7 and 10 A. M., 12 M., 2, 3·30, and 5 P. M. for Trenton.
At 7 and 10 A. M., 12 M., 2, 3·30, 5, 6, 7, and 11·30 P. M. for Bordentown, Florence, Burlington, Edgewater, Beverly, Delanco, Riverside, Riverton, and Palmyra.
At 7 and 10 A. M., 12 M., 5, 6, 7, and 11·30 P. M. for Fish House.
The 11·30 P. M. line leaves from Market Street Ferry (upper side).
FROM WEST PHILADELPHIA DEPOT.
At 7·30 and 9·45 A. M., 1·20, 3·10, 5·30, 6·45 and 12 P. M., New York Express Lines, and at 11·30 P. M., Line, via Jersey City.
At 7·30 and 9·45 A. M., 1·20, 3·10, 5·30, 6·45, and 12 P. M. for Trenton.
At 9·45 A. M. 1·20, 6·45 and 12 P. M. for Bristol.
At 12 P. M. (night) for Morrisville, Tullytown, Schenck's, Eddington, Cornwells, Torresdale, Holmesburg Junction, Tacony, Wissinoming, Bridesburg, and Frankford.
Sunday Lines leave at 9·45 A. M., 6·45 P. M., and 12 night.
FROM KENSINGTON DEPOT.
At 7·30 A. M., 2·30, 3·30, and 5 P. M. for Trenton and Bristol, and at 9·30 A. M. and 6 P. M. for Bristol.
At 7·30 A. M., 2·30, and 5 P. M. for Morrisville and Tullytown.
At 7·30 and 9·30 A. M., 2·30, 5, and 6 P. M. for Schenck's, Eddington, Cornwells, Torresdale, and Holmesburg Junction.
At 7 A. M., 12·30, 5·15, and 7·30 P. M. for Bustleton, Holmesburg, and Holmesburg Junction.
At 7 and 9·30 A. M., 12·30, 2·30, 5·15, 6, and 7·30 P. M. for Tacony, Wissinoming, Bridesburg, and Frankford.
VIA BELVIDERE DELAWARE RAILROAD.
At 7·30 A. M. for Niagara Falls, Buffalo, Dunkirk, Elmira, Rochester, Syracuse, Great Bend, Wilkesbarre, Schooley's Mountain, etc.
At 7·30 A. M. and 3·30 P. M. for Scranton, Stroudsburg, Water Gap, Belvidere, Easton, Lambertville, Flemington, etc.
At 5 P. M. for Lambertville and intermediate stations.
FROM MARKET STREET FERRY (UPPER SIDE), VIA NEW JERSEY SOUTHERN RAILROAD.
At 11 A. M. for New York, Long Branch, and intermediate places.
VIA CAMDEN AND BURLINGTON COUNTY RAILROAD.
At 6·45 and 11 A. M., 1, 2·30, 3·30, 5, and 6·30 P. M., and on Thursday and Saturday nights at 11·30 P. M. for Merchantsville, Moorestown, Hartford, Masonville, Hainesport, and Mount Holly.
At 6·45 A. M., 2·30 and 6·30 P. M. for Lumberton and Medford.
At 6·45 and 11 A. M., 3·30, 5, and 6·30 P. M. for Smithville, Ewansville, Vincentown, Birmingham, and Pemberton.
At 6·45 A. M., 1 and 3·30 P. M. for Lewistown, Wrightstown, Cookstown, New Egypt, Hornerstown, Cream Ridge, Imlaystown, Sharon, and Hightstown.
Dec. 12, 1870. WM. H. GATZMER, Agent.

WEST CHESTER AND PHILADELPHIA RAILROAD COMPANY.
ON AND AFTER MONDAY, October 17, 1870, Trains will leave and arrive at the Depot, THIRTY-FIRST and CHESNUT Streets, as follows:—
FROM PHILADELPHIA
For West Chester at 7·45 and 11·20 A. M., 2·30, 6·15, and 11·30 P. M. Stops at all stations.
For West Chester at 4·40 P. M. This train stops only at stations between Media and West Chester (Greenwood excepted).
For B. C. Junction at 4·10 P. M. Stops at all stations.
FOR PHILADELPHIA
From West Chester at 6·30 and 10·45 A. M., 1·55, 4·55, and 6·55 P. M. Stops at all stations.
From West Chester at 7·55 A. M. This train stops only at stations between West Chester and Media (Greenwood excepted).
From B. C. Junction at 8·40 A. M. Stops at all stations.
ON SUNDAY—Leave Philadelphia at 8·30 A. M. and 2 P. M. Leave West Chester at 7·55 A. M. and 4 P. M.
10 14 W. C. WHEELER, Superintendent.

WEST JERSEY RAILROADS,
FALL AND WINTER ARRANGEMENT,
COMMENCING MONDAY, SEPTEMBER 19, 1870.
Trains will leave Philadelphia as follows:—From foot of Market street (upper ferry).
8·15 A. M., Passenger for Bridgeton, Salem, Swedesboro, Vineland, Millville, and way stations.
11·45 A. M., Woodbury Accommodation.
3·15 P. M., Passenger for Cape May, Millville, and way stations below Glassboro.
3·30 P. M., Passenger for Bridgeton, Salem, Swedesboro, and way stations.
5·30 P. M., Accommodation for Woodbury, Glassboro, Clayton, and intermediate stations.
Freight Train leaves Camden daily, at 12 M.
WILLIAM J. SEWELL, Superintendent.

RAILROAD LINES.

PENNSYLVANIA CENTRAL RAILROAD.
AFTER 8 P. M., SUNDAY, JANUARY 1, 1870.
The trains of the Pennsylvania Central Railroad leave the Depot, at THIRTY-FIRST and MARKET Streets, which is reached directly by the Market street cars, the last car connecting with each train leaving Front and Market streets thirty minutes before its departure. The Chesnut and Walnut streets cars run within one square of the Depot.
Sleeping-car tickets can be had on application at the Ticket Office, N. W. corner Ninth and Chesnut streets, and at the Depot.
Agents of the Union Transfer Company will call for and deliver baggage at the depot. Orders left at No. 901 Chesnut street, or No. 116 Market street, will receive attention.

TRAINS LEAVE DEPOT.

Pittsburg Express	12·11 A. M.
Mail Train	8·00 A. M.
Lock Haven and Elmira Express	9·40 A. M.
Paoli Accommodation, 10·10 A. M. & 1·10 and	7·10 P. M.
Fast Line	12·40 P. M.
Erie Express	12·40 P. M.
Harrisburg Accommodation	2·30 P. M.
Lancaster Accommodation	4·10 P. M.
Parkesburg Train	5·30 P. M.
Cincinnati Express	8·00 P. M.
Erie Mail and Buffalo Express	9·30 P. M.
Pacific Express	10·10 P. M.
Paoli Accommodation, No. 4	11·10 P. M.

Erie Mail leaves daily, running on Saturday night to Williamsport only. On Sunday night passengers will leave Philadelphia at 10·10 P. M.
Cincinnati and Pacific Express leaves daily. All other trains daily except Sunday.
The Western Accommodation Train runs daily, except Sunday. For this train tickets must be procured and baggage delivered by 5 P. M. at No. 116 Market street.
Sunday Train No. 1 leaves Philadelphia at 8·40 A. M.; arrives at Paoli at 9·40 A. M. Sunday Train No. 2 leaves Philadelphia at 6·40 P. M.; arrives at Paoli at 7·40 P. M.
Sunday Train No. 1 leaves Paoli at 6·50 A. M.; arrives at Philadelphia at 8·10 A. M. Sunday Train No. 2 leaves Paoli at 4·50 P. M.; arrives at Philadelphia at 6·20.

TRAINS ARRIVE AT DEPOT.

Cincinnati Express	3·10 A. M.
Philadelphia Express	7·00 A. M.
Erie Mail	7·00 A. M.
Paoli Accommodat'n, 8·20 A. M. & 3·50 &	6·40 P. M.
Parkesburg Train	9·00 A. M.
Fast Line and Buffalo Express	9·50 A. M.
Lancaster Train	12·20 P. M.
Erie Express	5·45 P. M.
Lock Haven and Elmira Express	5·45 P. M.
Pacific Express	3·25 P. M.
Southern Express	5·45 P. M.
Harrisburg Accommodation	9·40 P. M.
Paoli Accommodation, No. 4	10·50 P. M.

For further information apply to
JOHN F. VANLEER, Jr., Ticket Agent.
No. 901 CHESNUT Street.
FRANCIS FUNK, Ticket Agent.
No. 116 MARKET Street.
SAMUEL H. WALLACE,
Ticket Agent at the Depot.
The Pennsylvania Railroad Company will not assume any risk for Baggage, except for Wearing Apparel, and limit their responsibility to One Hundred Dollars in value. All Baggage exceeding that amount in value will be at the risk of the owner, unless taken by special contract.
A. J. CASSATT,
4 29 General Superintendent, Altoona, Pa.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.—
TIME TABLE.
COMMENCING MONDAY, NOVEMBER 21, 1870.
Trains will leave Depot, corner of Broad street and Washington avenue, as follows:—
Way Mail Train at 8·30 A. M. (Sundays excepted), for Baltimore, stopping at all regular stations. Connecting at Wilmington with Delaware Railroad Line, at Clayton with Smyrna Branch Railroad and Maryland and Delaware Railroad, at Harrington with Junction and Breakwater Railroad, at Seaford with Dorchester and Delaware Railroad, at Delmar with Eastern Shore Railroad, and at Salisbury with Wicomico and Pocomoke Railroad.
Express Train at 11·45 A. M. (Sundays excepted), for Baltimore and Washington, stopping at Wilmington, Perryville, and Havre-de-Grace. Connects at Wilmington with train for New Castle.
Express Train at 4 P. M. (Sundays excepted), for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, Elkton, North East, Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's and Stemmer's Run.
Night Express at 11·30 P. M. (Daily), for Baltimore and Washington, stopping at Chester, Linwood, Claymont, Wilmington, Newark, Elkton, North East, Perryville, Havre-de-Grace, Perryman's, and Magnolia.
Passengers for Fortress Monroe and Norfolk will take the 11·45 A. M. train.
WILMINGTON TRAINS.
Stopping at all stations between Philadelphia and Wilmington.
Leave Philadelphia at 11·00 A. M., 2·30, 5·00, and 7·00 P. M. The 5·00 P. M. train connects with Delaware Railroad for Harrington and intermediate stations.
Leave Wilmington 6·45 and 8·10 A. M., 2·00, 4·00, and 7·15 P. M. The 8·10 A. M. train will not stop between Chester and Philadelphia. The 7·15 P. M. train from Wilmington runs Daily; all other accommodation trains Sundays excepted.
Trains leaving Wilmington at 6·45 A. M. and 4·00 P. M. will connect at Lamokin Junction with the 7·00 A. M. and 4·30 P. M. trains for Baltimore Central Railroad.
From Baltimore to Philadelphia.—Leave Baltimore 7·25 A. M., Way Mail; 9·35 A. M., Express; 2·35 P. M., Express; 7·25 P. M., Express.
SUNDAY TRAIN FROM BALTIMORE.
Leaves Baltimore at 7·25 P. M., stopping at Magnolia, Perryman's, Aberdeen, Havre-de-Grace, Perryville, Charlestown, North East, Elkton, Newark, Stanton, Newport, Wilmington, Claymont, Linwood, and Chester.
Through tickets to all points West, South, and Southwest may be procured at ticket office, No. 828 Chesnut street, under Continental Hotel, where also State Rooms and Berths in Sleeping Cars can be secured during the day. Persons purchasing tickets at this office can have baggage checked at their residence by the Union Transfer Company.
H. F. KENNEY, Superintendent.

PHILADELPHIA AND ERIE RAILROAD.—The trains on the Philadelphia and Erie Railroad will run as follows from the Pennsylvania Railroad Depot, West Philadelphia:—

WESTWARD.

MAIL TRAIN leaves Philadelphia	9·40 P. M.
" " Williamsport	7·25 A. M.
" arrives at Erie	7·40 P. M.
ERIE EXPRESS leaves Philadelphia	12·20 A. M.
" " Williamsport	8·50 P. M.
" arrives at Erie	7·40 A. M.
ELMIRA MAIL leaves Philadelphia	9·30 A. M.
" " Williamsport	6·35 P. M.
" arrives at Lock Haven	7·50 P. M.

EASTWARD.

MAIL TRAIN leaves Erie	9·00 A. M.
" " Williamsport	10·05 P. M.
" arrives at Philadelphia	6·50 A. M.
ERIE EXPRESS leaves Erie	9·00 P. M.
" " Williamsport	8·25 A. M.
" arrives at Philadelphia	5·30 P. M.
ELMIRA MAIL leaves Lock Haven	8·15 A. M.
" " Williamsport	9·25 A. M.
" arrives at Philadelphia	5·30 P. M.
BUFFALO EXP. leaves Williamsport	12·35 A. M.
" " Sunbury	2·30 A. M.
" arrives at Philadelphia	9·40 A. M.

Express, Mail, and Accommodation, east and West, connect at Corry, and all west bound trains and Mail and Accommodation east at Irvineton with Oil Creek and Allegheny River Railroad.
WM. A. BALDWIN, General Superintendent.

THE PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD.—CHANGE OF HOURS.
On and after MONDAY, October 3, 1870, trains will run as follows:—Leave Philadelphia from depot of P. W. & B. R. R., corner Broad street and Washington avenue:—
For Port Deposit at 7 A. M. and 4·30 P. M.
For Oxford at 7 A. M., 4·30 P. M., and 7 P. M.
For Oxford Wednesdays and Saturdays only at 2·30 P. M.
For Chadd's Ford and Chester Creek Railroad at 7 A. M., 10 A. M., 4·30 P. M., and 7 P. M. Wednesdays and Saturdays only 2·30 P. M.
Train leaving Philadelphia at 7 A. M. connects at Port Deposit with train for Baltimore.
Trains leaving Philadelphia at 7 A. M. and 4·30 P. M. connect at Chadd's Ford Junction with the Wilmington and Reading Railroad.
Trains for Philadelphia leave Port Deposit at 9·25 A. M. and 4·25 P. M., on arrival of trains from Baltimore.
Oxford at 6·05 A. M., 10·35 A. M. and 5·30 P. M. Sundays at 5·30 P. M. only.
Chadd's Ford at 7·26 A. M., 11·58 A. M., 3·55 P. M., and 6·49 P. M. Sundays 6·49 P. M. only.
Passengers are allowed to take wearing apparel only as baggage, and the company will not in any case be responsible for an amount exceeding one hundred dollars, unless special contract is made for the same.
HENRY WOOD,
10 3 General Superintendent.

RAILROAD LINES.

NORTH PENNSYLVANIA RAILROAD—THE SHORT MIDDLE ROUTE TO THE LEHIGH AND WYOMING VALLEYS, NORTHERN PENNSYLVANIA, SOUTHERN AND INTERIOR NEW YORK, BUFFALO, CORRY, ROCHESTER, THE GREAT LAKES, AND THE DOMINION OF CANADA.
WINTER ARRANGEMENT.
Takes effect December 19, 1870.
Fifteen Daily Trains leave Passenger Depot, corner of Berks and American streets (Sundays excepted), as follows:—
7·00 A. M. (Accommodation) for Fort Washington.
At 7·35 A. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Williamsport, Mahanoy City, Hazleton, Pittston, Towanda, Waverley Elmira, and in connection with the ERIE RAILWAY for Buffalo, Niagara Falls, Rochester, Cleveland, Chicago, San Francisco, and all points in the Great West.
8·25 A. M. (Accommodation) for Doylestown.
9·45 A. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Williamsport, Mahanoy City, Wilkesbarre, Pittston, Scranton, Hackettstown, Schooley's Mountain, and N. J. Central and Morris and Essex Railroads.
11 A. M. (Accommodation) for Fort Washington.
1·15 and 5·20 and 8·15 P. M., for Abington.
1·45 P. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Mahanoy City, Wilkesbarre, Pittston, and Hazleton.
2·30 P. M. (Accommodation) for Doylestown.
At 3·20 P. M. (Bethlehem Accommodation) for Bethlehem, Easton, Allentown, and Coplay.
4·15 P. M. (Mail) for Doylestown.
5·00 P. M. for Bethlehem, Easton, Allentown, and Mauch Chunk.
6·20 P. M. (Accommodation) for Lansdale.
11·30 P. M. (Accommodation) for Fort Washington.
The Fifth and Sixth streets, Second and Third streets, and Union Lines City Cars run to the Depot.
TRAINS ARRIVE IN PHILADELPHIA FROM
Bethlehem at 8·55, and 10·35 A. M.; 2·15, 5·05, and 8·25 P. M.
Doylestown at 8·25 A. M., 4·40 and 6·35 P. M.
Lansdale at 7·30 A. M.
Fort Washington at 9·20 and 11·20 A. M., 3·10 P. M.
Abington at 2·35, 6·55, and 9·35 P. M.
ON SUNDAYS.
Philadelphia for Bethlehem at 9·30 A. M.
Philadelphia for Doylestown at 2·00 P. M.
Doylestown for Philadelphia at 7 A. M.
Bethlehem for Philadelphia at 4·00 P. M.
Tickets sold and baggage checked through to principal points at Mann's North Pennsylvania Baggage Express Office, No. 105 S. Fifth street.
Dec. 19, 1870. ELLIS CLARK, Agent.

LEGAL NOTICES.

DISTRICT COURT OF THE UNITED STATES FOR THE EASTERN DISTRICT OF PENNSYLVANIA.
IN BANKRUPTCY.
In the matter of CHARLES FELDSTEIN, Bankrupt.
EASTERN DISTRICT OF PENNSYLVANIA, SS.:
A warrant in bankruptcy has been issued by said Court against the estate of CHARLES FELDSTEIN, Philadelphia, of the county of Philadelphia and State of Pennsylvania, in said district, who has been duly adjudged bankrupt, upon petition of his creditors, and the payment of any debts and the delivery of any property belonging to said bankrupt to him or to his use, and the transfer of any property by him, are forbidden by law. A meeting of the creditors of said bankrupt to prove their debts and choose one or more assignees of his estate, will be held at a Court of Bankruptcy to be holden at No. 32 South THIRD Street, Philadelphia, in said district, on the SEVENTH day of March A. D. 1871, at 4 o'clock P. M., at the office of JAMES PARSONS, Esq., one of the Registers in Bankruptcy in said district.
E. M. GREGORY,
2 14 tuths t3 7 U. S. Marshal for said District.

DEPARTMENT OF HIGHWAYS.—OFFICE OF CHIEF COMMISSIONER, No. 104 SOUTH FIFTH STREET.
PHILADELPHIA, Feb. 6, 1871.
NOTICE.
In accordance with the provisions of an Ordinance of Councils, approved April 24, 1868, notice is hereby given that the final estimate for the construction of the sewer on North College avenue will be paid MARCH 6, 1871. All persons having claims for labor done or materials furnished for said sewer are requested to present the same for payment on or before 12 o'clock M. of MARCH 6, 1871.
MAHLON H. DICKINSON,
2 8 wmfM5 Chief Com'r of Highways.

IN THE ORPHANS' COURT FOR THE CITY AND COUNTY OF PHILADELPHIA.
Estate of HORACE BINNEY, Jr., Esq.
The Auditor appointed by the Court to audit, settle, and adjust the account of WILLIAM J. BINNEY, acting executor of HORACE BINNEY, Jr., Esq., deceased, and to report distribution of the balance in the hands of the accountant, will meet the parties interested for the purpose of his appointment on MONDAY, March 6, 1871, at 12 o'clock M., at his office, No. 131 South FIFTH Street, in the city of Philadelphia.
GEORGE M. CONARROE,
2 16thstu5t Auditor.

IN THE COURT OF COMMON PLEAS FOR THE CITY AND COUNTY OF PHILADELPHIA.
Of June Term, 1870. No. 77. MARGARET DOLEN, by her next friend, etc., vs. WILLIAM DOLEN.
TO WILLIAM DOLEN, respondent:—Please take notice that the Court has granted a rule on you to show cause why a divorce a vinculo matrimonii should not be decreed in the above case. Returnable SATURDAY, February 25, 1871, at 10 o'clock A. M.
L. R. FLETCHER,
2 17 ftu4t Attorney for libellant.

LUMBER.

1871 SPRUCE JOIST. SPRUCE JOIST. HEMLOCK. HEMLOCK. 1871

1871 SEASONED CLEAR PINE. SEASONED CLEAR PINE. CHOICE PATTERN PINE. SPANISH CEDAR, FOR PATTERNS. RED CEDAR. 1871

1871 FLORIDA FLOORING. FLORIDA FLOORING. CAROLINA FLOORING. VIRGINIA FLOORING. DELAWARE FLOORING. ASH FLOORING. WALNUT FLOORING. FLORIDA STEP BOARDS. RAIL PLANK. 1871

1871 WALNUT BOARDS AND PLANK. WALNUT BOARDS AND PLANK. WALNUT BOARDS. WALNUT PLANK. 1871

1871 UNDERTAKERS' LUMBER. UNDERTAKERS' LUMBER. RED CEDAR. WALNUT AND PINE. 1871

1871 SEASONED POPLAR. SEASONED CHERRY. ASH. WHITE OAK PLANK AND BOARDS. HICKORY. 1871

1871 CIGAR BOX MAKERS'. CIGAR BOX MAKERS'. SPANISH CEDAR BOX BOARDS, FOR SALE LOW. 1871

1871 CAROLINA SCANTLING. CAROLINA H. T. SILLS. NORWAY SCANTLING. 1871

1871 CEDAR SHINGLES. CYPRESS SHINGLES. 1871

MAULE, BROTHER & CO.,
11§ No. 2500 SOUTH Street.

PANEL PLANK, ALL THICKNESSES.—COMMON PLANK, ALL THICKNESSES.
1 COMMON BOARDS.
1 and 2 SIDE FENCE BOARDS.
WHITE PINE FLOORING BOARDS.
YELLOW AND SAP PINE FLOORINGS, 1¼ and 4¼ SPRUCE JOIST, ALL SIZES.
HEMLOCK JOIST, ALL SIZES.
PLASTERING LATH A SPECIALTY.
Together with a general assortment of Building Lumber for sale low for cash. T. W. SMALTZ,
11 30 6m No. 1715 RIDGE Avenue, north of Poplar St.

OLD OAKS CEMETERY COMPANY
OF PHILADELPHIA.
This Company is prepared to sell lots, clear of all encumbrances, on reasonable terms. Purchasers can see plans at the office of the Company,
NO. 518 WALNUT STREET,
Or at the Cemetery, where all information needed will be cheerfully given.
By giving notice at the office, carriages will meet persons desirous of purchasing lots at Tioga Station on the Germantown Railroad, and convey them to the Cemetery and return, free of charge.
ALFRED C. HARMER, President.
MARTIN LANDENBERGER, Treas.
MICHAEL NISBET, Sec'y. 10 5 wfm 6m

AUCTION SALES.

BY HENRY W. & B. SCOTT, JR., AUCTIONEERS AND COMMISSION MERCHANTS, (temporarily) No. 641 CHESNUT street, under the Girard House.
SALES ON PREMISES receive prompt and personal attention.

NOTICE OF IMPORTANCE TO LOVERS OF ART.
The largest and finest collection of paintings ever offered for sale in Philadelphia is now on view at HASELTINE'S GALLERIES, No. 1125 CHESNUT Street, second floor, day and evening. The whole collection will be sold on the evenings of
TUESDAY, WEDNESDAY, and THURSDAY, February 21, 22, and 23, commencing each evening at 7½ o'clock. Gentlemen desiring catalogues, cards of admission to and reserved seats at the sale, will please make early application to Mr. Haseltine, at his Galleries. B. SCOTT, Jr., Auctioneer.
ARTISTS REPRESENTED.

Knaus,	Van Marcke,	O. Achenbach,
Chaplin,	Daubigny,	Carl Hubner,
Isabey,	Vibert,	X. de Cock,
Troyon,	A. Achenbach,	Boulanger,
Voets,	Carl Becker,	Devedeux,
Diaz,	Verboeckhoven,	Lambinet,
Fichel,	Rousseau,	Tissot,
Veron,	B. C. Koekkoek,	Caraud,
Wittkamp,	G. H. Boughton,	Herzog,
Zamacois,	Tassaert,	Roble,
Emile Levy,	Compte Calix,	Zo,
Bouguereau,	Schreyer,	Fauvelet,

and others of equal distinction, too numerous to name here. 2 15 8t

M. THOMAS & SONS, AUCTIONEERS, NOS. 139 and 141 S. FOURTH Street.
Assignee's Extensive Peremptory Sale—Estate of Messrs. Hildeburn & Brother.
LARGE AND VALUABLE STOCK OF FINE Gold and Silver Watches, Movements, Jewelry Plated-ware, Materials, Etc.
This Day,
At 10 o'clock (and continuing daily until sold), at the auction rooms, the entire stock of Messrs. Hildeburn & Brother, comprising 868 fine gold and silver watches and movements, jewelry, plated-ware, materials, tools, etc.
May be examined with catalogues three days previous to sale. 2 21 2t

Sale at the Auction Rooms.
SUPERIOR HOUSEHOLD FURNITURE, CABINET ORGAN, MIRRORS, BOOKCASES, OFFICE DESKS AND TABLES, MATTRESSES, FEATHER-BEDS, CHINA, GLASSWARE, STOVES, FINE CARPETS, ETC.
On Thursday Morning,
Feb. 23, at 9 o'clock, about 600 lots superior Household Furniture, comprising a general assortment.
Also, superior cabinet organ, nine stops, made by Carhart, Needham & Co.
Also, superior mahogany high-case clock.
Also, 41 boxes French picture-glass, assorted sizes.
OIL PAINTINGS, CHROMOS, AND ENGRAVINGS.
Also, 100 fine oil paintings, chromos, and engravings, in gilt and walnut frames. 2 21 2t

THOMAS BIRCH & SON, AUCTIONEERS AND COMMISSION MERCHANTS, No. 1110 CHESNUT Street; rear entrance No. 1107 Sansom street.
SALE OF ABORIGINAL RELICS, MINERALS, SHELLS, COINS, AND CURIOSITIES.
On Thursday Afternoon,
At 3 o'clock, at the auction store, No. 1110 Chesnut street, will be sold a collection of Aboriginal relics, minerals, shells, curiosities, colonial money, etc. etc.
Catalogues can be had at the auction store. 2 21 2t

BUNTING, DURBOROW & CO., AUCTIONEERS, Nos. 232 and 234 MARKET street, corner of Bank street. Successors to John B. Myers & Co.
LARGE SALE OF BRITISH, FRENCH, GERMAN AND DOMESTIC DRY GOODS.
On Thursday Morning,
Feb. 23, at 10 o'clock, on four months' credit. 2 17 5
SPECIAL AND PEREMPTORY SALE OF 12,000 DOZEN GERMAN COTTON HOSIERY, TO BE SOLD WITHOUT RESERVE, BY ORDER OF MESSRS. CHARLES VESIN & CO.,
On Friday Morning,
February 24, at 10 o'clock, on four months' credit, embracing full lines of—
Women's white, brown, black, slate, and mixed hose, plain to full regular, iron frame, cut and covered, etc.
Men's white, brown, and mixed half-hose, plain to full regular.
Boys' and children's white, brown, and mixed hose.
Also to be sold without reserve—
An invoice of Josephine Paris kid gloves and English shirts and pants.
ALSO,
2000 dozen domestic cotton hosiery. [2 21 3t
LARGE SALE OF CARPETINGS, CANTON MATTINGS, OIL CLOTHS, ETC.
On Friday Morning,
February 24, at 11 o'clock, on four months' credit, about 200 pieces ingrain, Venetian, list, hemp, cottage, and rag carpetings; Canton mattings, oil cloths, etc. 2 18 5t
LARGE SALE OF FRENCH AND OTHER EUROPEAN DRY GOODS,
On Monday Morning, [2 21 2t
February 27, at 10 o'clock, on four months' credit.

MARTIN BROTHERS, AUCTIONEERS.—No. 704 Chesnut street.
Peremptory Sale N. E. corner Moyamensing Avenue and Marion Street,
LEASE, GOODWILL, FIXTURES, AND MACHINERY OF A BOATING ESTABLISHMENT, 4 SUPERIOR MULES, 2 DOUBLE-DECK WAGONS, WAGON, CARRIAGE, DOUBLE AND SINGLE HARNESS, LARGE QUANTITY OF BOATS, ETC.
On Thursday Morning,
23d instant, at 11 o'clock, at the N. E. corner of Moyamensing avenue and Marion street, between Second and Third, below Federal street, the entire Boating Establishment, including mules, wagons, harness, machinery, etc. 2 20 3t
Sale at No. 1214 Spring Garden street.
HANDSOME WALNUT PARLOR DINING-ROOM AND CHAMBER FURNITURE; Elegant French Plate Pier Mirror; Rosewood Piano-Forte; Handsome Brussels, fine Imperial, Ingrain, and other Carpets; China and Glassware, etc.
On Friday Morning,
Feb. 24, at 10 o'clock. 2 20 4t

BY MAGILL, FARREL & CO AUCTIONEERS, No. 318 MARKET Street.
In consequence of Wednesday being a national holiday, we will hold our regular sale of Assorted Dry Goods, Clothing, etc., on THURSDAY, February 23, commencing at 10 o'clock.
Particulars hereafter. 2 18 3t
On Friday Morning, February 24,
REGULAR SALE OF BOOTS, SHOES, BROGANS, BALMORALS, TRUNKS, SATCHELS, ETC.,
By Catalogue, on Three Months' Credit.
Embracing very desirable lines of city made and Eastern work, to which we call the special attention of city and country buyers. 2 18 5t

HENRY MOLTEN, AUCTIONEER. BY HENRY MOLTEN & CO., Salesroom, Nos. 21 and 23 MERCER Street, New York.
REGULAR TRADE SALE
OF
FUR AND WOOL HATS,
LADIES' AND GENTS' READY-MADE FURS,
STRAW, FELT, AND VELVET GOODS,
Every THURSDAY during the season.
Cash advances made on consignments without additional charges. 2 8

BY BARRITT & CO., AUCTIONEERS, CASH AUCTION HOUSE, No. 230 MARKET Street, corner of Bank street.
Cash advanced on consignments without extra charge. 11 24§

CONCERT HALL AUCTION ROOMS, No. 1219 CHESNUT Street.
T. A. McCLELLAND, AUCTIONEER.
Personal attention given to sales of household furniture at dwellings.
Public sales of furniture at the Auction Rooms, No. 1219 Chesnut street, every Monday and Thursday.
For particulars see "Public Ledger."
N. B.—A superior class of furniture at private sale

CLOTHS, CASSIMERES, ETC.

CLOTH HOUSE.
JAMES & HUBER.
No. 11 North SECOND Street,
Sign of the Golden Lamb,
Are now receiving a large and splendid assortment of new styles of
FANCY CASSIMERES
And standard makes of DOESKINS, CLOTHS and COATINGS, [3 26 mws
AT WHOLESALE AND RETAIL.

MUSICAL AND DRAMATIC.

Mr. Edwin Adams at the Walnut.

Mr. Edwin Adams appeared last evening at the Walnut as "Robert Landry," in Watts Phillips' drama of *The Dead Heart*, a part which he has made a specialty, and which he acts with remarkable fervor and intensity. The play is based upon one of the tragic episodes of the French Revolution, and it abounds in strongly-contrasted lights and shadows and contains some powerful dramatic situations, which if at all well rendered cannot fail to make a deep impression on an audience. The play is so familiar to the public that it is unnecessary to give any description of it, and we merely repeat now the opinion advanced more than once in these columns, that it is decidedly one of the most effective pieces of its class. The part of "Robert Landry" is well suited to Mr. Adams' style—too much so, indeed, for the worst fault of his elocution is a tendency to monotone, and the peculiarities of this character are such that it is difficult to avoid making it monotonous. Despite this defect, Mr. Adams' "Robert Landry" is an impressive performance, and last night he acted with even more than his accustomed power. The duel scene with the "Abbe La Tour," in the fourth act, was especially well done and was certainly very thrilling. The most artistic character in *The Dead Heart* is the "Abbe La Tour," a perfect type of a certain class of aristocrats who were annihilated by the Revolution. This part was exceedingly well played by Mr. Walcot. Miss Annie Graham acted the *role* of "Catharine Duval" with considerable force, and otherwise the support was creditable.

Mr. Stuart Robson at the Arch.

Mr. Stuart Robson made his first appearance this season at the Arch Street Theatre last evening, as "Captain Coriolanus Crosstree" in the extravaganza of *Black-Eyed Susan; or, The Little Bill That Was Taken Up*. Mr. Robson's range is limited, and he is far better in burlesque than he is in legitimate comedy and farce. His powers have been cultivated during his absence from this city, and he is a more consummate master of the art of producing comic effects than he was some five or six years ago. The piece in which he appeared last night has nothing particular to commend it, as it contains nothing intrinsically comical, and it was evident that the audience found it hard to laugh at the indifferent puns and far-fetched jokes. Mr. Robson, however, threw his own individuality into the part of "Captain Crosstree," and between his make-up, the peculiar comic twang of his voice, and his medley of songs, he made the performance sufficiently funny and entertaining.

Miss Mollie Mæder, who made her first appearance in the part of "Black-Eyed Susan," has an agreeable face and figure, and although her opportunities last evening were limited, she appears to have abilities which will insure her success upon the stage.

The City Amusements.

AT THE WALNUT Mr. Edwin Adams will personate "Robert Landry" in *The Dead Heart* this evening.

To-morrow, Washington's birthday, there will be a matinee performance of *The Dead Heart*.

AT THE ARCH Mr. Stuart Robson will appear as "Captain Crosstree," in the extravaganza of *Black-Eyed Susan*. Matinee to-morrow.

AT THE CHESNUT, Massinger's play of *A New Way to Pay Old Debts* will be represented this evening, with Mr. E. L. Davenport as "Sir Giles Overreach."

AT THE MUSEUM, Ninth and Arch streets, the curiosities are on exhibition from 9 A. M. till 10 P. M. A dramatic performance this evening. A matinee to-morrow.

AT THE AMERICAN, an entertaining variety performance will be given this evening.

AT THE ASSEMBLY BUILDING the two-headed girl, the Kentucky giant, the Nova Scotia giantess, and other curiosities, may be seen this afternoon and evening.

CITY INTELLIGENCE.

FIRE THIS MORNING.

An Undertaker's Establishment Partly Consumed—Loss, $5000.

A fire this morning shortly after 1 o'clock destroyed about $5000 worth of property in the furnishing undertaker's establishment owned and occupied by David H. Schuyler, No. 2024 North Sixth street.

The building is a three-storied structure, the first floor of which is occupied in front by an office, the middle by a carriage-house, and the rear as a stable. On the second floor, in the front, is a workshop where the coffins are manufactured; the centre room is used as a storage apartment; and in the rear is the material and finishing room. It was in the latter apartment that the fire originated. It burned away a staircase leading to the third floor, and entered the upper stories, which are divided off into meeting and society rooms. The fire was checked, however, before much damage was done to the rooms on the third floor. The materials in the finishing-room were entirely destroyed, and the storage-room was considerably damaged. The fire was accidental and was discovered by two young men returning from the theatre, who communicated the fact to Policeman Glazier, who, in connection with others, succeeded in saving several horses and all the harness and carriages. The loss on the building will amount to $2000, on which there is an insurance of $3000 in the Fire Association and $3000 in the Spring Garden Insurance Company. The stock destroyed is valued at $3000, on which there is an insurance of $8000 in Rowan & Shattuck's agency. Unfortunately, however, the material in the room in which the fire originated, valued at $1500, is not protected by the policy, and this amount is an entire loss. Life, not human but canine, suffered in the fire, as a terrier dog worth $50 was smothered in the smoke.

WASHINGTON'S BIRTHDAY.—To-morrow, the anniversary of the birth of George Washington, will be celebrated in an appropriate manner in this city. By order of the Mayor a salute of 38 guns will be fired at sunrise at Broad and Market streets. At ten A. M. a meeting of the association of soldiers of the war of 1812 will be held in the Supreme Court room. The Washington Grays will parade in full uniform to-morrow under command of Captain W. C. Ward, and will be accompanied by the Liberty Silver Cornet Band. A salute will be fired at sunrise, and at eleven A. M. a mass convention will assemble, when addresses will be delivered on the occasion. The convention will then visit Independence Hall and other places. The exercises of the day will conclude with a grand promenade.

MR. O'DONAVAN ROSSA will lecture at the Academy of Music to-morrow evening, in aid of the Irish cause. Mr. Rossa will discourse upon his prison life in England, and as many of the most influential English papers admit that the treatment of the Fenian prisoners was disgraceful, it can scarcely be doubted that Mr. Rossa's lecture will be intensely interesting. A full military band will be in attendance, and there will be a display of colors.

CRUEL TREATMENT OF A CHILD.—Bridget Connely, living on West Shippen street, yesterday treated a girl, aged six years, who resides with her, with most inhuman cruelty. She seized the child by the hair, beat her about the head in a shameful manner, and then seized a butcher-knife and threatened to use it. Bridget was arrested and has been sent to prison by Alderman Carpenter.

HORTICULTURAL DISPLAY.—The first monthly exhibition of fruit and flowers this season, by the Horticultural Society, will be held at Horticultural Hall, Broad street, this (Tuesday) evening, at 7½ o'clock. The public generally are invited to attend. There is no charge for admission. Premiums will be awarded.

WATCH STOLEN.—Last evening, about half-past 7 o'clock, Mr. F. S. Kneedler, while riding on the Union cars at Ninth and Vine streets, had his pocket picked of a valuable gold watch. The thief escaped with the plunder.

BEAT AN OFFICER.—John Gray was yesterday arrested at Oak and Buttonwood streets by Officer Becker, whom he had assaulted. The prisoner was sent to prison by Alderman Toland.

VITAL STATISTICS.

REPORT OF THE HEALTH OFFICER.

The Births, Marriages, and Deaths in Philadelphia During the Year 1870—Comparisons with the Past.

The annual report of the births, marriages, and deaths in Philadelphia during the year 1870 was submitted to the Board of Health this afternoon by John E. Addicks, Esq., the Health Officer. It contains the following interesting statistics:—

The Births of the Year.

The number of births registered during the year was 17,194, an increase of 234 over the previous year.

The number of male births was 9134, an increase of 273 over the previous year. The female births numbered 8060, a decrease of 39 from the previous year.

The following table shows the number of births in each month of the year:—

1870. Months.	Total.	Births. M.	F.	Black. M.	F.	Twins.
January	1560	849	711	11	10	12
February	1376	739	637	4	3	12
March	1358	697	661	4	2	16
April	1262	667	595	6	3	15
May	1301	686	615	5	4	8
June	1332	705	627	6	3	10
July	1420	732	688	3	4	11
August	1528	802	726	7	2	11
September	1504	795	709	8	2	7
October	1528	819	709	2	6	15
November	1416	772	644	3	6	15
December	1609	871	738	3	4	8
	17,191	9134	8060	62	49	140

The twin births show an increase of 38 over the previous year. During the year three sets of triplets were reported—one in March, one in July, and one in November. The colored births show a decrease of 32 from the previous year. The still-births registered number 822—489 males and 333 females.

The average number of births per month was 1433; per week, 330; per day, 47.

The Marriages of the Year.

The number of marriages celebrated in each month of the year, compared with the two previous years, was as follows:—

Months.	1870.	1869.	1868.	Months.	1870.	1869.	1868.
Jan	580	546	553	Aug	421	449	465
Feb	486	504	461	Sept	562	597	569
March	493	462	472	Oct	683	556	605
April	472	537	515	Nov	639	546	570
May	518	519	591	Dec	599	619	611
June	526	569	518				
July	442	478	441	Total	6421	6382	6371

The ceremonies employed in the solemnization of the marriages during 1870 were as follows:—Methodist, 1524; Catholic, 1205; Presbyterian, 735; Episcopal, 686; Baptist, 571; Lutheran, 525; Aldermen, 365; German Reformed, 377; Independent, 132; Mayor, 82; Hebrew, 66; Evangelical Association, 36; Dutch Reformed, 31; Universalist, 20; Moravian, 16; Congregational, 14; Friends, 10; Church of Christ, 13; Unitarian, 5; Independent German, 5; Second Advent, 1.

The average number of marriages per month was 535; per week, 123; per day, 17.

Of the men married, 3677 were natives of the United States; 3375 married women of the United States; 286 married foreign women, and 16 married women whose nativities were unknown. The foreign men married numbered 2414; of these, 671 married women of the United States; 1734 married foreign women, and 9 married women whose nativities were unknown.

Of the women married 4079 were natives of the United States; of these 3375 married men of the United States; 286 married foreign men, and 16 married men whose nativities were unknown. The foreign women married numbered 2024; of these 286 married men of the United States; 1734 married foreign men, and 4 married men whose nativities were unknown.

The ages of the parties married were as follows:—

	Men.	Women.
Under 20 years	25	1143
From 20 to 25 years	2271	2757
" 25 to 30 "	1967	1162
" 30 to 40 "	1182	660
" 40 to 50 "	353	185
" 50 to 60 "	133	43
" 60 to 70 "	47	4
" 70 to 80 "	4	..
" 80 to 90 "	2	..
Age not given	437	464

Of the men under twenty years who were married, 17 were joined to women under twenty, and 8 to women between twenty and twenty-five. Of those between twenty and twenty-five, 791 married women under twenty, 1293 married women between twenty and twenty-five, 147 married women between twenty-five and thirty, 25 married women between thirty and forty, 2 married women between forty and fifty, and 13 married women whose ages were not given. Of those between twenty-five and thirty, 268 married women under twenty, 1079 married women between twenty and twenty-five, 493 married women between twenty-five and thirty, 101 married women between thirty and forty, 10 married women between forty and fifty, and 16 married women whose age was not given. Of those between thirty and forty, 67 married women under twenty, 321 married women between twenty and twenty-five, 443 married women between twenty-five and thirty, 313 married women between thirty and forty, 32 married women between forty and fifty, 1 married a woman between sixty and seventy, and 5 married women whose ages were not given.

Of the women under twenty years who were married, 17 were joined to men under twenty, 791 married men between twenty and twenty-five, 268 married men between twenty-five and thirty, 67 married men between thirty and forty, five married men between forty and fifty, and one married a man between fifty and sixty. Of those between twenty and twenty-five, 8 married men under twenty, 1293 married men between twenty and twenty-five, 1079 married men between twenty-five and thirty, 321 married men between thirty and forty, 41 married men between forty and fifty, seven married men between fifty and sixty, and one married a man between sixty and seventy. Of those between twenty-five and thirty, 147 married men between twenty and twenty-five, 493 married men between twenty-five and thirty, 443 married men between thirty and forty, 66 married men between forty and fifty, 8 married men between fifty and sixty, and 3 married men between sixty and seventy. Of those between thirty and forty, 25 married men between twenty and twenty-five, 101 married men between twenty-five and thirty, 313 married men between thirty and forty, 167 married men between forty and fifty, 42 married men between fifty and sixty, and 12 married men between sixty and seventy.

The Mortality of the Year.

The number of interments in the city during the year 1870 was 16,750—an increase of 1964 over the year 1869. Of the whole number, 15,669 were whites, and 1081 colored; 8787 were males, and 7963 females; 7925 adults, and 8825 children. From the whole number are to be deducted 322 still-born, and 611 from the country, leaving 15,317 as the net deaths in the city.

The principal causes of death were apoplexy, 240; cancer, 261; croup, 316; convulsions, 733; consumption, 2308; cholera infantum, 1002; cholera morbus, 38; diphtheria, 172; diarrhœa, 191; dysentery, 82; debility, 899; relapsing fever, 162; scarlet fever, 956; typhoid fever, 409; typhus fever, 69; whooping-cough, 105; hernia, 12; inflammation of the brain, 413; murder, 17; mania-potu, 56; old age, 588; still-born, 822; small-pox, 9; tetanus, 44; tumor, 98; teething, 44; gunshot wounds, 83.

The ages of the deceased were:—

	1870.	1869.
Under 1 year	4,629	4,324
From 1 to 2 years	1,339	1,279
" 2 to 5 "	1,464	1,292
" 5 to 10 "	644	562
" 10 to 15 "	300	260
" 15 to 20 "	449	386
" 20 to 30 "	1,682	1,408
" 30 to 40 "	1,491	1,251
" 40 to 50 "	1,269	1,020
" 50 to 60 "	1,068	882
" 60 to 70 "	1,027	899
" 70 to 80 "	895	742
" 80 to 90 "	422	403
" 90 to 100 "	114	76
" 100 to 110 "	10	7
	16,750	14,787

The following table shows the mortality in each ward, with the population, according to the late census, with the ratio of deaths to population and the per centage of deaths in each ward to the total mortality:—

Wards.	Population.	Deaths.	Deaths to Populat'n.	Percentage of Deaths to total Mortality.
1	25,817	635	1 in 41	3·79
2	30,220	786	1 in 38	4·69
3	19,149	422	1 in 45	2·51
4	20,852	732	1 in 29	4·37
5	18,736	536	1 in 32	3·49
6	12,064	264	1 in 46	1·57
7	31,558	896	1 in 35	5·33
8	22,286	440	1 in 50	2·62
9	16,629	321	1 in 52	1·91
10	23,312	478	1 in 48	2·85
11	14,845	359	1 in 41	2·14
12	15,171	336	1 in 45	2·00
13	19,956	369	1 in 54	2·20
14	22,643	402	1 in 56	2·40
15	44,650	1050	1 in 42	6·20
16	19,256	446	1 in 43	2·66
17	21,347	595	1 in 36	3·55
18	26,366	678	1 in 38	4·04
19	45,249	1182	1 in 38	7·05
20	56,642	1114	1 in 51	6·65
21	13,861	230	1 in 60	1·37
22	22,605	420	1 in 53	2·57
23	20,888	389	1 in 53	2·32
24	24,932	573	1 in 43	3·42
25	18,639	366	1 in 51	2·18
26	36,603	878	1 in 42	5·24
27	16,385	337	1 in 57	2·01
28	10,370	256	1 in 40	1·52
Almshouse		599		
Country		611		
	674,022	16,750		

Ratio of deaths to population, 1 in 41.

A General Summary.

The following table shows a general summary of the returns of the department since its establishment:—

Years.	Births.	Marriages.	Deaths.
1860 (6 months)	8,434	2,310	6,342
1861	17,271	4,417	14,453
1862	14,741	4,664	15,097
1863	15,293	5,474	15,788
1864	15,591	6,752	17,582
1865	15,428	6,864	17,169
1866	17,437	7,087	16,803
1867	17,007	6,084	13,933
1868	17,259	6,371	14,693
1869	16,960	6,382	14,786
1870	17,194	6,421	16,750
Total	172,615	62,824	163,411

THE COAL TONNAGE of the Philadelphia and Reading Railroad and branches for the week ending Saturday, February 18, 1871, was as follows:—

BY RAILROAD.

	Total for Week.	Same week last year	Increase and Decrease.
Passing over Main Line and Lebanon Valley and East Pennsylvania branches	9,448·19	52,933·11	d43,484·12
For shipment by Canal	......	......	......
Shipped Westward via N. Central Railroad	3,442·00	3,671·06	d229·06
Shipped West and South from Pine Grove	918·00	426·03	492·05
Consumed on Lateral	1,306·06	2,257·10	d951·04
Lehigh and Wyoming Co.	37·12	136·14	d99·02
Total Anth. paying freight	15,153·05	59,425·04	d44,271·19
Bituminous	7,185·08	6,692·18	462·10
Total all kinds paying freight	22,338·13	66,118·02	d43,779·09
Coal for Company's use	1,452·15	2,211·15	d759·00
Total tonnage for week	23,791·08	68,329·17	d44,538·09
Previously this year	612,127·02	610,788·06	1,338·16
Total to date	635,918·10	679,118·03	d43,199·13
SHIPPED BY CANAL.			
Total to date	36,225·17	34,373·16	1,852·01

HOUSE ROBBERY.—Yesterday afternoon the residence of Henry S. Stager, on Marshall street, above Montgomery avenue, was entered by thieves during the absence of the family. The thieves pried off a rear window shutter, and one of them kept watch while the other did the pilfering, the former consoling himself the while by drinking Mr. Stager's wine and smoking his pipe. The other man then proceeded up stairs and with a screw-driver opened a bureau and a couple of trunks and removed their contents, amounting to about $150 in cash. A quantity of silverware and jewelry was also carried off. The thieves were in the act of bundling up about $300 worth of clothing, when a little sister of Mrs. Stager, on attempting to enter the house, frightened them off, leaving the bundle of clothing behind.

AMONG the agreeable incidents to transpire upon the coming 22d of February, probably none will be more appreciated than the distribution of two hundred loaves of bread by William H. Hopkins, news dealer, at his store, Main street, Germantown. His example should be imitated by others, as all must be conscious that the length and severity of the winter have occasioned more than ordinary suffering among the poor of our city.

TRIFLING FIRES.—A barrel of trash took fire in a house on Alaska street, above Seventh, this morning. The damage was trifling.

Officers Dougherty and O'Harra, at half-past 3 o'clock this morning, discovered a fire in the second story of the *papier mache* establishment of Messrs. Jenckes & Co., Nos. 617 and 619 Francis street. A ladder was procured, and the officers entered and extinguished the fire after it had destroyed about $100 worth of material.

FIRE IN A PLANING MILL.—This morning, a few minutes before 7 o'clock, a fire broke out among a quantity of lumber stowed away in the drying-room of the planing and sawmill of Messrs. Charles W. Merkler & Co., on Broad street, below Wallace. The lumber was the property of Mr. Henry Lorth. The flames were extinguished before any great quantity was consumed. The loss is trifling.

LARCENY OF CLOTHES.—Ellen Stanton, yesterday, at Front and Green streets, was arrested on suspicion of having stolen a basket of clothes which she had in her possession. She was committed by Alderman Cahill. The clothes are now at the Seventh District Station-house awaiting a claimant.

HAMS.—Some time during last evening a dozen hams were stolen from the store of Messrs. Hinchliffe, Clarke & Co., No. 258 S. Front street. It is supposed that a number of boys had entered and secreted themselves in the place during the day, and committed the larceny after the store had been closed for the night.

JOHN B. GOUGH, Esq., will lecture at the Academy of Music on Friday evening next, under the auspices of the Young Men's Christian Association, in aid of the National Temperance Society. Applications for tickets may be made to the Secretary of the Committee of Arrangements, J. C. Garrigues, No. 608 Arch street.

LODGERS.—One hundred and twenty-six persons found lodging accommodations in the Third District Station-house last evening.

PHILADELPHIA STOCK EXCHANGE SALES.
Reported by De Haven & Bro., No. 40 S. Third street.
SECOND BOARD.

$2000 Phila & E 7s.. 86¾	118 sh Penna R..... 61
$13000 O C & A R 7s.. 82¾	300 do... .s60 61
$650 Pa 6s, 2 se....105½	20 sh Leh Val R.... 61
$2200 do......b5.105¾	20 sh O C & A R... 47½
25 sh Phila Bk.....161	

GROCERIES, ETC.

ESTABLISHED 1805.

C. Newbold's Extra Fine Jersey Hams.
N. Stokes' " " " "

These are considered by connoisseurs the FINEST HAMS sold in the Philadelphia market. We are now taking orders for their delivery in the month of March.

We have also on hand our
MARYLAND SUGAR CURED HAMS,
S. DAVIS, JR., " " "
ST. LOUIS " " "

And other well-known brands, to which we invite the attention of buyers. All of them warranted to give satisfaction or no sale.

CRIPPEN & MADDOCK,
Dealers and Importers in Fine Teas and Groceries of every description,
No. 115 S. THIRD Street,
2 10 ftuthstp Below Chesnut.

THIRD EDITION

MATTERS AT WASHINGTON.

The Centennial at Philadelphia.

Southern Pacific R. R. Bill.

Filibustering Democrats

Health of Mr. Sumner.

Later from Europe.

Prussian Retention of Metz.

FROM EUROPE.

The Retention of Metz.

LONDON, Feb. 21.—A despatch from Paris dated yesterday noon says:—That the question of the occupation and retention of Metz is settled.

The Lorraine Line

annexed will include Pont-a-Mousson.

The French wish to

Prolong the Armistice

until the 2d of March.

One of the Conditions

for the extension of the armistice insisted upon by Von Moltke is that the

German Troops Shall Enter Paris on the 25th.

It is expected that this condition will probably prevail.

The meeting of the

Berlin Parliament

is postponed.

Paying the Indemnity.

The 15th of March is fixed as the period for paying one-half of the indemnity.

Paris is fast assuming its ordinary appearance.

Paris Food Supply.

The table d'hote of hotels is more varied and the scale of prices much reduced since the 3d of February. There have entered on the Great Northern Railroad 14,352 oxen, 15,352 sheep, 1776 cows, 3768 pigs, and immense stores of grain, flour, and biscuits.

This Morning's Quotations.

LONDON, Feb. 21—11·30 A. M.—Consols 92 for money and account. American securities quiet. 5-20s of 1862, 91¾; of 1865, old, 90¾; of 1867, 89¾; 10-40s, 87¾. Erie Railroad, 18¾; Illinois Central, 109; Atlantic and Great Western, 29.

LIVERPOOL, Feb. 21—11·30 A. M.—Cotton firm; uplands, 7⅝d.; Orleans, 7¾@8d. Sales to-day estimated at 10,000 bales.

Ship News.

LIVERPOOL, Feb. 21.—Arrived, steamer Batavia from New York.

FROM WASHINGTON.

The Southern Pacific Railroad.
Special Despatch to The Evening Telegraph.

WASHINGTON, Feb. 21.—A few Democrats who want to make capital by opposing all land grants, intend to fight the Southern Pacific Railroad at every stage. They commenced to-day when the bill was reported, by calling first for the reading of the original Senate bill, and then for the reading of the committee's amendment. Two o'clock has been set for considering the appropriation bills in the House as in Committee of the Whole, to the exclusion of all other business. The Democrats think they can filibuster until two o'clock, which will send the Southern Pacific bill over. Mr. Dawes will probably yield after two o'clock to have the bill finished.

New York Central Tax.

The Committee of Ways and Means will be unable to make any report at this session on the resolution referred to them yesterday, requiring the Commissioner of Internal Revenue to collect the tax due on the dividends of the New York Central Railroad stock.

Increase of Salaries.

Mr. Boutwell's bill to increase the salaries of the heads of bureaus and other officers in the treasury was considered to-day by the Committee on Appropriations and will be reported the last of the week. Notwithstanding a general opposition to an increase of salaries, it is thought the recommendation of the Secretary will be adopted.

Mr. Sumner Better.

Senator Sumner is considerably improved this morning, and the doctors have forbidden him to receive company or to engage in any excitement for fear of a relapse. It is not likely he will be able to resume his seat in the Senate this session.

Philadelphia and the Centennial.

Senator Cameron has had to-morrow set apart for the consideration of the bill for holding a national exposition at Philadelphia in connection with the celebration of the centennial of American Independence.

Visitors at the White House.
Despatch to the Associated Press.

WASHINGTON, Feb. 21.—The Executive Mansion is thrown open to-day to visitors, an immense number of whom are availing themselves of the opportunity to pass through the East Room and the different parlors. In the departments no business is being transacted.

Southern Education.

The bill introduced in the Senate to-day by Mr. Wilson provides for the appropriation of the proceeds of public lands for three years after the passage of the act in aid of the schools in the States lately in rebellion.

FROM THE DOMINION.

The Parliament and the Fisheries Question.

OTTAWA, Feb. 21.—In the Dominion Parliament last night Sir A. T. Galt brought forward a motion respecting the fisheries and the appointment of the Joint High Commission. Sir John McDonald laid the correspondence connected therewith on the table, replying to the question of Sir A. T. Galt if Government intended to protect Canadian fisheries as heretofore.

Mr. Macdonald made a statement at some length regarding the subject. He described the relations between Canada and the United States, and the circumstances that had rendered it necessary. The rights of this country to control its waters should be asserted. He explained how the system of licensing American fishermen had been established and had proved a total failure, 364 vessels taking out licenses in 1866 and only 25 in 1869.

The number gradually decreased, until the Americans disregarded them altogether. The Imperial Government assented to the proposition that the Canadian fisheries should be preserved for Canadian fishermen, and placed a naval squadron to aid us in carrying out that policy. Sir John believed the protection had been efficient, and complimented the activity and discretion of the officers of the British squadron.

FROM NEW YORK.

Election of Railway Officers.

NEW YORK, Feb. 21.—At the annual election of the Delaware, Lackawanna and Raritan Railroad Company to-day the old officers and managers were unanimously re-elected.

Charge of Perjury.

Alexander M. Castelar, arrested some time ago on a charge of perjury in a bankruptcy case, to-day renewed his bail in $10,000.

FROM NEW ENGLAND.

The Solar Eclipse Expedition.

CONCORD, N. H., Feb. 21.—Professor Charles H. Young, who has been with Professor Winlock observing the record of the solar eclipse in Spain, has returned to his duties at Dartmouth College.

FOURTH EDITION

THE MURDER OF MARSHAL JENKINS

Arrest of the Alleged Criminal.

Destructive Fire in Cincinnati

Dominion Parliamens and the Fisheries

Ex-Secretary Seward in China.

His Party Attacked by Natives.

Southern Pacific Railroad Bill

It is Passed by the House.

Proceedings of Congress.

Etc., Etc., Etc., Etc., Etc.

FROM CHINA.

Attack Upon Secretary Seward's Party.

LONDON, Feb. 21.—The *Pall Mall Gazette* says China papers, received by overland mail, report an assault made upon Mr. Seward, late American Secretary of State, and party, during a visit to Woo Chang. The visitors, the North China *Herald* says, went over the river from Hankow to Woo Chang, and then proceeded up a hill to a pagoda. On their arrival they found the usual crowd of boys and beggars, all of whom were clamorous for a "cumshaw" of cash.

The party were not provided for such a demand, and, after enjoying the view from their position, commenced the homeward descent. On the way down, however, the boys pelted the chairs with stones, considerably damaging one of them, but discontinued their amusement on being yelled at by the coolies.

Mr. Hobson, the Commissioner of Customs, has since received a letter of apology and regret from the Taotai of Hankow for the occurrence.

A memorial has been presented by the Protestant missionaries in China to the diplomatic body at Pekin, deprecating the policy of allowing the Chinese authorities to escape from treaty engagements, and to grant protection to Christian missionaries. The hostility toward foreigners is, the memorialists say, "not likely to subside without further violent development unless the utmost firmness and energy are employed by the foreign powers for its repression."

FROM EUROPE.

English Parliamentary Elections.

LONDON, Feb. 21.—The city of Norwich has elected Colman, Liberal, to the House of Commons.

Death of Mad'lle Schneider.

Madamoiselle Schneider, the actress, is dead.

FROM THE DOMINION.

The Parliament and the Canadian Fisheries.

TORONTO, Feb. 21.—An Ottawa correspondent of the *Telegraph* says the announcement by Sir John Macdonald in reference to the fishery question and the appointment of the international commission created a profound impression in the House. What the premier said confirmed the statement made on Saturday, to the effect that the Dominion Government, so far from having been ignored in the appointment of the commission, were not only cognizant of the movement, but actually originators of it to a very considerable extent.

With respect to the interpretation of the treaty of 1818, the Americans did not dispute that they had renounced the right to fish within three miles from our shore. The headland question had remained in abeyance, but it was understood was not abandoned. In the correspondence that had been going on, the Canadian and Imperial Governments were in complete accord, and the Imperial Government had given repeated assurances that our rights should not in any way be surrendered.

The mission of the Hon. Mr. Campbell had been partly for the purpose of obtaining a commission of three to settle the disputed questions. The Imperial Government had consented to appoint such a commission, consisting of Earl DeGrey, Sir Edward Thornton, and himself (Sir John Macdonald). The American Government had consented, but suggested that the commission should consider all questions in dispute. The action of the commission would be submitted to the Imperial Parliament. In reply to Mr. Dufresne, Sir John said he did not know that the commission would include the Fenian raid claims, but correspondence was now going on with reference to the matter with the Imperial Government.

FROM THE WEST.

The Murder of United States Marshal Jenkins—Arrest of a Suspected Party.

ST. LOUIS, Feb. 21.—B. F. Boyce, ex-Sheriff of New Madrid county, was arrested at Barnum's Hotel last night on suspicion of having killed Deputy United States Marshal Jenkins at New Madrid on last Wednesday. It is stated that after Boyce's son had quarrelled with Jenkins, as previously reported, Boyce borrowed a gun of a neighbor, and that after the murder this gun was found near the house. Boyce denies having had anything to do with the murder.

Fire in Cincinnati.

CINCINNATI, Feb. 21.—The old part of the Cincinnati Union Bethel, on Front street, was burned this morning at 11 o'clock. It was used by the Bethel as a reading-room, a cheap restaurant for boatmen and others, newsboys' home, and other purposes in connection with the benevolent work of the society. A splendid new building in the rear, recently finished by the society to accommodate one of the largest audiences of any church in the country, was much exposed.

The roof was damaged somewhat by fire, and the ceiling by water. The loss to the latter will be covered by a few thousand dollars. The old part was insured for $3000 in the American, and $2000 in Cincinnati. The adjoining stores of Gath & Vannon and Slymer & Raif were somewhat damaged by water. The new building was amply covered by insurance. The whole loss is about $30,000.

FROM NEW YORK.

Proposals for Bonds.

NEW YORK, Feb. 21.—The sixteen proposals for bonds aggregate $3,718,100. Awards $2,000,000, at 9·62@9·92.

New York Money and Stock Market.

NEW YORK, Feb. 21.—Stocks strong. Money, 4 per cent. Gold, 111½. 5-20s, 1862, coupon, 111½; do. 1864, do., 111½; do. 1865, do. 110¾; do. 1865, new, 110¼; do. 1867, 110¾; do. 1868, 110¾; 10-40s, 110¼; Virginia 6s, new, 61; Missouri 6s, 90¾; Canton Co., 72¾; Cumberland preferred, 28; New York Central and Hudson River, 94¾; Erie, 21½; Reading, 98¾; Adams Express, 65¾; Michigan Central, 117¾; Michigan Southern, 94¾; Illinois Central, 133; Cleveland and Pittsburg, 105; Chicago and Rock Island, 107; Pittsburg and Fort Wayne, 95; Western Union Telegraph, 47¾.

New York Produce Market.

NEW YORK, Feb. 21.—Cotton firmer; sales 3000 bales at 15½c. Flour dull and declined 5@10c.; sales 5500 barrels; State at $5·80@7; Ohio at $6·65@7·30; Western at $5·80@7·45. Wheat dull and drooping and no sales. Corn dull; sales, 21,000 bushels new mixed Western at 83c. Oats dull; sales, 12,000 bushels Ohio and Western at 66@68½c. Beef quiet. Pork dull; new mess, $21·87½@22·00; old mess, $21·00@22. Lard inactive; steam, 12½@13¼; kettle, 13½. Whisky nominal at 92c.

FROM WASHINGTON.

The Southern Pacific Railroad Bill Passed by the House.
Special Despatch to The Evening Telegraph.

WASHINGTON, Feb. 21.—The House has passed the Southern Pacific Railroad bill as amended by the Committee on Pacific Railroads by a vote of yeas 135, nays 69.

The Bill Provides

for a single trunk line from Marshall, Texas, to San Diego, California. All connections, with side roads, which were provided in the Senate bill have been abandoned. The bill now goes to the Senate for concurrence in the House amendment.

CONGRESS.

FORTY-FIRST TERM—THIRD SESSION.

Senate.

WASHINGTON, Feb. 21.—The resolution lately introduced by Mr. Howard looking to the acquisition of the British North American possessions west of Hudson's Bay, through the action of the high commission soon to assemble in Washington, was referred to the Committee on Foreign Relations.

Mr. Rice's bill for a new judicial district in Western Pennsylvania was discussed and defeated—yeas 22, nays 24.

This result was regarded as an expression of the Senate averse to any action at the present session upon a dozen similar measures for the creation of new judicial districts and the appointment of additional United States District Judges therein.

Mr. Cameron made a personal appeal to the Senate to take up and dispose of the centennial celebration bill to-morrow in the morning hour, and an order to that effect was entered.

The unfinished business, being the Legislative, Executive, and Judicial Appropriation bill, was then proceeded with.

Mr. Sawyer defended the report of the commission, and advocated the increase as intended to make subsequent reports more valuable.

Mr. Cole, in closing the debate, spoke of universal education as one of the principles of the Republican party to which Democrats were instinctively opposed.

House.

The Speaker stated the business before the House to be on suspending the rules for the passage of the resolution offered by Mr. Dawes, as follows:—

Resolved, That the rules be so suspended that the Committee of the Whole be discharged from the further consideration of the several regular appropriation bills, and that they be considered in House as in Committee of the Whole, in the order therein as reported from the Committee of Appropriations, and that after 2 o'clock to-day they take precedence of all other orders until disposed of.

After some conversation as to the effect of the resolution, the question was taken and the resolution was agreed to—yeas, 127; nays, 50.

Mr. Wheeler, from the Pacific Railroad Committee, reported back the Senate bill entitled "An act to incorporate the Texas Pacific Railroad and aid in the construction of the road, and for other purposes," with an amendment. He stated that a part of the Senate bill had been preserved.

Mr. Randall called for the reading of the original bill, which contains the names of John C. Fremont, Marshall O. Roberts, Thomas A. Scott, and William S. Rosecrans as corporators.

The amendment proposed by Mr. Wheeler was next read. It changes some of the names of the corporators, changes the name of the company to that of the South Pacific Railway Company, and reduces the capital from one hundred millions to fifty millions of dollars.

Mr. Julian raised the question whether the bill should be considered at this time.

The House agreed to do so, the vote being yeas 143, nays 50.

Mr. Wheeler explained the amendment.

Mr. Garfield said, while he believed that Congress ought to put an end to land grants, he believed that the passage of a Southern Pacific Railroad bill was a great act of commercial justice to the South.

Mr. Garfield further asked whether the bill was so drawn that the men to whom the grant was made shall build the road, and not sell a valuable franchise.

Mr. Wheeler replied that, according to the best ability of the committee, that was the object.

Mr. Garfield—Then I am for the bill.

Mr. Allison desired to call attention to the fourth section, which, he said, did not meet the objection. This section proposed the company should purchase and consolidate after railroad companies, not only those which now exist but those which may hereafter be chartered. This latter part he proposed to strike out.

Mr. Judd said this bill seemed to cover the entire United States, as it gave power to make branches to almost every part of the country. He had therefore called the attention of the chairman of the committee to the subject, who replied that certain companies would combine and that was the reason of the section. Mr. Wheeler demanded the previous question and declined to yield the floor to other gentlemen. The demand was seconded, when Mr. Beatty moved but the House refused to adjourn.

The House agreed to Mr. Allison's amendment excluding from consolidation such railroads as may be hereafter chartered. Ayes 74; nays 51.

The House agreed to Mr. Wheeler's amendment to the Senate bill, when the House passed the Senate bill as thus amended. Yeas 134, nays 70.

Baltimore Produce Market.

BALTIMORE, Feb. 21.—Cotton firm and slightly better; middling uplands, 15@15¼c., low middling, 14½@14¾c. Flour nominally unchanged. Buyers offer lower prices, and to effect sales concessions would have to be made. Howard Street superfine, $5·50@6; do. extra, $6·50@7·25; do. family, $7·75@9; City Mills superfine, $5·75@7·75; do. extra, $6·75@8·25; do. family, $8·50@11; Western superfine, $5·50@6; do. extra, $6·50@7·25; do. family, $7·37½@8·50. Wheat firm; choice white, $2@2·10; fair to prime, $1·60@1·90; prime to choice red, $1·90@2·10; fair to good, $1·60@1·80; common, $1·40@1·55; Ohio and Indiana, $1·60@1·75; Pennsylvania, $1·55@1·60. Corn—white Southern firmer at 86c.; yellow Southern active but lower at 79c. Oats in good demand at 58@59c. Rye firmer at 95c.@$1·05. Mess Pork steady at $23@23·50. Bacon steady; shoulders, 10½c.; rib sides, 12c.; clear rib, 12½c. Hams, sugar-cured, 17@18c. Lard steady at 13½c. Whisky steady at 92@92½c.

LEGAL INTELLIGENCE.

Government Litigation.
United States District Court—Judge Cadwalader.

The United States vs. Christian Presser. An action to recover the penalty for failure to stamp beer kegs. Verdict for the defendant.

The United States vs. Edward T. Maguire, claimant of certain liquors seized. Verdict by consent for the claimant.

The United States vs. Thomas Cohen, claimant of whisky. Verdict by consent for the claimant.

The United States vs. Julian T. Edgerton. An action on a bond. Verdict by consent for the defendant.

The United States vs. Philip Booz, claimant of cigars. Verdict by consent for claimant.

The United States vs. Hunsicker et al. An action on a distiller's bond. Verdict by consent for the Government, $212.

The United States vs. Same. An action on a distiller's bond. Verdict by consent for the Government, $312.

There were no contested cases before the court, and an adjournment was ordered until Thursday.

Criminal Cases.
Court of Quarter Sessions—Judge Ludlow.

Isaiah Draper, a colored man, was tried upon the charge of stealing clothing. A colored woman with whom he had passed the night said she had some clothing in her room belonging to a boarder, and she went out in the morning, leaving the prisoner there, and when she returned both man and clothes were gone. He was soon after arrested, and some of the stolen property was found upon him. The jury rendered a verdict of not guilty.

John Williams, a boy, was convicted of the larceny of a pair of pantaloons from a store in Market street above Sixth.

Francis Hogan, a fast young man of eighteen summers, pleaded guilty to the charge of stealing money from the proprietors of a nickel-plating establishment in Chesnut street, where he was employed. Being rather good looking and perhaps a little vain, he was easily led astray by the wiles of wicked women, and in order to keep in their good graces, he had to draw upon his conscience and upon the cash-drawer of his employers until he was detected and arrested with his pockets full of money he had stolen from them, when he acknowledged his guilt and was sent to prison. The prosecutor asked the Judge to be lenient.

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